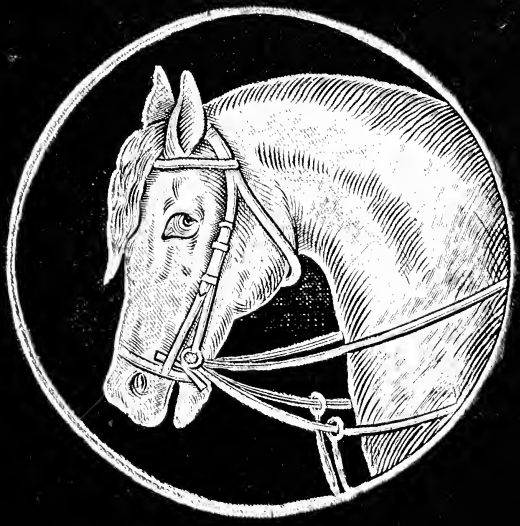

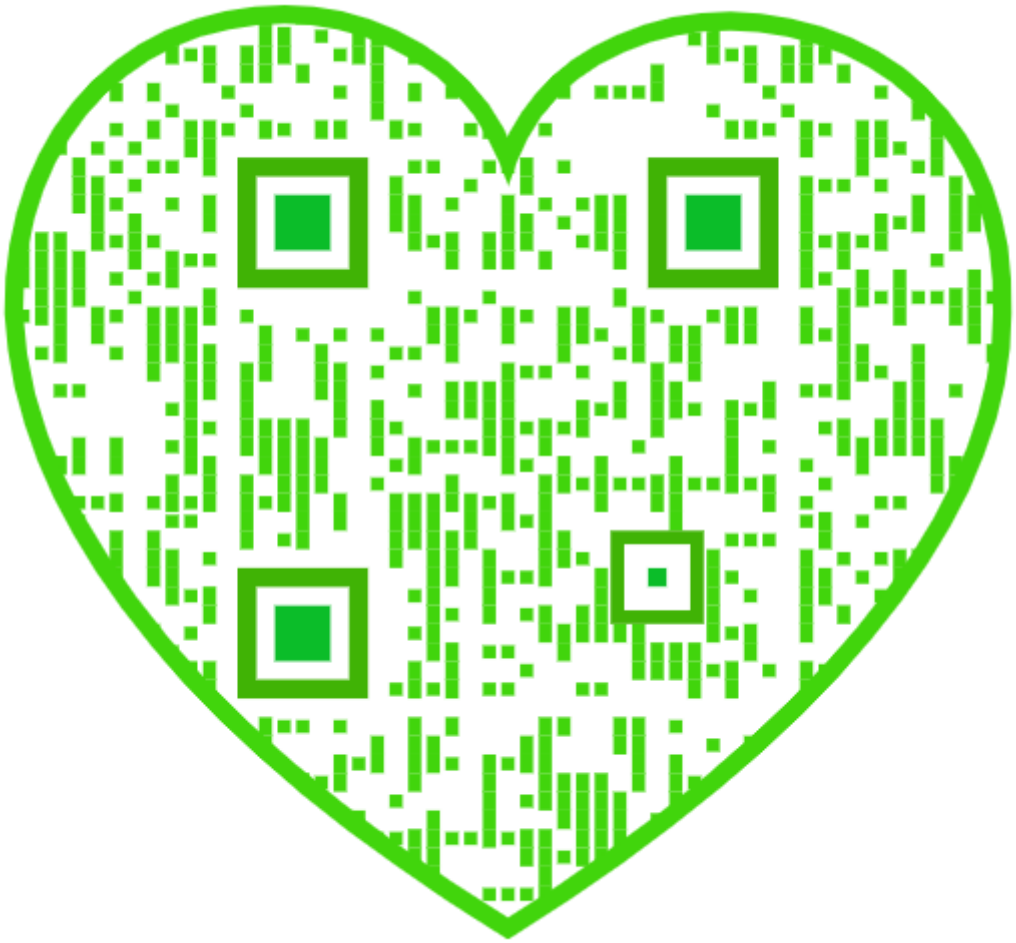

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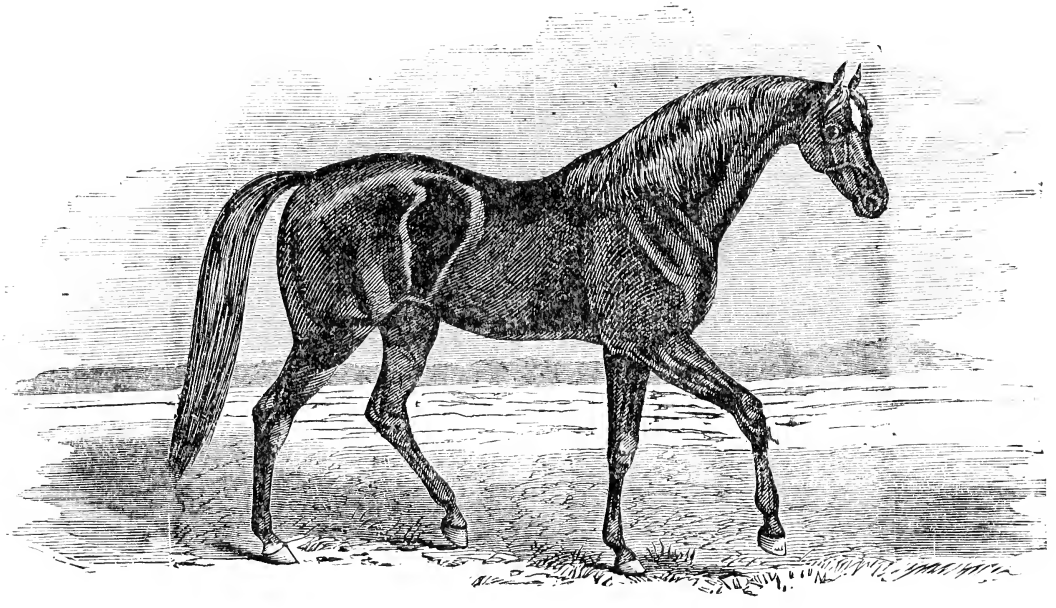

(*Frontispiece.*)

THE SADDLE-HORSE.

A COMPLETE GUIDE

FOR

RIDING AND TRAINING.

ILLUSTRATED.

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RIDING AND TRAINING SADDLE-HORSES.

CHAPTER I.

HOW TO USE A HORSE.

It is a matter of congratulation that the Americans are each year taking more kindly to horseback riding, with a growing desire, in all parts of the country, for a practical knowledge of the foundation of horsemanship. This is largely owing, doubtless, to the pleasure and benefit derived from the exercise, as well as to the fact that now considerable attention is being paid to breeding good saddle-horses, while the improvements in American saddlery have been so great, much of the discomfort and danger of horseback riding has been overcome. At the present time, there is an active demand for fine, handsome, mettlesome, and gentle saddle-horses. Horseback riding is now considered by all classes as a graceful accomplishment, and since people of wealth and culture have set the fashion, all the world follows it, as a matter of course. Fox-hunting, polo, and other horseback amusements are on the increase, necessitating a knowledge of horsemanship on the part of those who participate. Every American city now has its beautiful parks,

with bridle paths, and the pastime of horseback riding is largely indulged in by residents of the town, who find this one of the most delightful forms of exercise at their command. It is not so difficult to learn how to ride horseback properly as many people suppose. In most countries school-riding has advanced with the age, and it is now recognized, by the professors of the art, that each man has a seat peculiar to himself, and those movements only are practised that are necessary to give the rider control over his horse under all circumstances.

When we see that school-riding, in one form or another, is used in all armies, and, indeed, wherever the horse must be under command, it is hardly necessary to argue the importance of a knowledge of its laws by all who desire to ride well. And although, in the extended gallop of the hunting-field, it is impossible to retain the equilibrium of the *manége*, the horse will be the more amenable for his schooling, and the rider will always have the resources of his art.

Some writers upon horsemanship think it is a mistake to place children of a tender age upon horseback, while others are of the opinion that a child is none too young to learn as soon as it is able to sit upon a horse's back. In the South, and many parts of the West, children are often placed upon the back of some old and gentle horse while yet very young. The result is, they become accustomed to the movements of the animal, and gain a seat at a very early age. There is little danger, or risk of injuries, from such a course. As with the languages, music, and dancing, a child can hardly begin to learn how to ride horseback at too early an age. An active

man may learn to ride well at any age; and a bold boy of fourteen, who comprehends the system upon which he is taught, may in six months become a good horseman. It is not given to all men to excel in riding: courage, activity, a perfect temper, and aptitude for the exercise are requisite for the acquirement of the highest skill. But a knowledge of a proper method will give to every one comparative immunity from the dangers that attend horsemanship. A schooled-horse, confiding in his master and obedient to the spur, is not apt to try his powers in rebellion; and when in hand and properly gathered he will recover from a mistake that might otherwise prove disastrous.

In these pages we present a system of riding and training by which the pupil may become his own master.

The whip and the spur are necessary aids in the education of the horse, and in compelling his obedience after he has been trained. The first should be seldom used, the latter never, to inflict punishment. For instance, if a horse rears, the spurs must be employed to force the action of the hind-quarters, and so to drive him forward; but having brought about that result, they must not be thrust into him to punish him for rearing. The horse is to be taught that the spur is applied to make him bring certain forces into action, and when used with discretion he will respond to it: but unnecessary strokes with the spur will rouse his resentment, and he will stubbornly refuse to obey its indications. It serves no good purpose to irritate a horse, as he will never yield while angry. A contest between horse and rider should always be avoided, for, in addition to the chances that the former will prove

the victor, a high-spirited animal may be made incurably vicious, when, by milder treatment, he could be subdued without endangering his usefulness. A rebuke in a harsh tone of voice will generally suffice to correct a horse, and he will not know how to resent it. The best way to control the horse is through firmness and kindness, but timidity is worse than severity in inducing vice.

The young horse soon becomes tractable, and, as long as his temper is unruffled, he desires to do that which is required of him. Until the spirit of rebellion is awakened, he is as anxious to avoid the perils of battle as his master should be. If, upon an occasion, he declines to perform some movement that is required of him, let his attention be turned to that which will please him, and his obedience in this will induce his obedience afterwards to the first demand. To give up to him after a battle will confirm his obstinacy, but he will soon forget his unnoticed defiance. Under proper treatment he will in time yield to the will of his master, without dreaming of resistance.

The story of Tarleton taming his savage steed with bloody spurs, and the vivid descriptions of the manner in which the Mexican breaks the spirit of the mustang, may pass to adorn the pages of a romance, or to heighten the interest of a traveller's tale. But, aside from the cruelty and peril of such methods, there remains the fact that horses so broken submit for the time only, and the struggle is to be repeated more or less often. Except in those rare cases of horses naturally vicious, and they are lunatics, fear is the mastering passion of the horse. It is cowardice that drives him to desperate resistance

against the sway of his master; the effort that is successful in ridding him of his tyrant suggests his favorite vice.

If the horse is taught to calm his fears at the sound of the voice of man; if he is never ill-treated, in or out of the stable; if he does not perceive timidity upon the part of his masters; and if, with all these conditions, he is given plenty of air and exercise, he will rarely show vice.

CHAPTER II.

IN THE SADDLE.

In a little book, called "Man and Horse," published in England, the author, Mr. March Phillipps, gives most sensible directions for learning to ride. Most books on the subject are of such a professional character as to be nearly useless to an ordinary reader who wants to learn about riding in a common-sense way.

Mr. Phillipps says: "You want to learn how to sit a horse. Very good; then put aside for the present all anxiety about managing and guiding him. Your present business is, wherever he may go or whatever he may do, to continue steady upon his back. Therefore, leave it to some one else to take care that he goes where he ought and does nothing which he ought not. You are at present in the situation of a landsman going to sea, and must not think of steering until you have got your sea legs."

This injunction suggests the fundamental principle of the whole art of learning to ride, which is to learn one thing at a time, and to learn that thing well, before attempting anything else. As there can be no good riding without a good seat, the learner's whole attention should be devoted for days or weeks or months, as may be necessary, to acquiring it, giving no thought to anything else. Never mind the management of the horse, that will come in due time. Learn to be as perfectly at

home in a constantly moving saddle as in a stationary arm-chair—so that, whether the horse walks, trots, or canters, shies or jumps, you will either remain immovably in the saddle, or get back to your proper position when disturbed from it, without effort or loss of time. Bear in mind, too, that in acquiring a seat, it is just as easy to acquire a good one as a bad one, while only the good seat (and there is but one good seat) will enable you under all circumstances to ride safely and well. Without a good seat, no amount of skill in the management of a horse will be of much use. So begin at the beginning, and devote your whole attention to acquiring an easy and secure position under all circumstances. Do not even trouble yourself about the manner of mounting and dismounting.

The proper seat on horseback is one in which the crotch and the hips are as firmly attached to the saddle as it is possible for them to be; the legs below the knee as free and independent as possible; and the body, from the waist upward, perfectly supple and pliable. Whatever movement the horse makes, the hips must conform to it, moving to the right or the left, or tipping backward or forward, as the case may be. But while they follow the changing position of the saddle, the legs, from the knees downward, must be free to move in obedience to the rider's will; and the upper part of the trunk, keeping its perfect balance, must move easily on a flexible spine and accommodate itself instinctively to every movement.

If a man's body were cut off at the lower part of the waist, the natural pressure of the thighs against the

saddle would easily hold the hips in a firm position. If a whalebone rose out of the severed trunk, supporting a heavy weight two feet above it, the hips would still be free to move with the saddle; but if for the whalebone we were to substitute a stiff rod, the movement of the hips would communicate a movement to the weight, which in its turn, being at the long end of a lever, would wrench them from their position.

The spine of the rider represents the whalebone or the rod, as the case may be, and the chest, head, and arms represent the weight. If the lower spine be kept flexible, the upper part of the body will not, from a sudden motion of the horse, be started from its position by the movement of the hips; but if it be rigid, it will communicate the movement to the heavy mass above, and this movement, once started, will be continued, acting on the spine as a lever to remove the hips from their place. This effect can be fully illustrated by standing erect and throwing the weight, first on one leg and then on the other, holding the lower spine, first supple and then rigid. We have dwelt thus long on this point, which is probably never thought of by one poor horseman out of five thousand, because it is the foundation of good riding. Until the ability to preserve a supple loin under all circumstances is acquired, the rider is in danger of a fall at any moment; and it will always be impossible for him to ride gracefully or with comfort. But while the supple loin is of the first importance, an erect position of the body is hardly less so. The position on horseback should resemble the position when sitting on a high stood, rather than on a low chair. On the chair, the

weight is supported on the seat, behind the hips, and the spine has a tendency to curve outward, and the shoulders and chest to droop forward. On the stool, the legs hanging down, the weight is supported more directly under the hips, the spine is curved inward, and the head and

Fig. 1.—AN INSECURE SEAT.

chest are more easily thrown backward. This is the position assumed by a good horseman; the weight of the upper part of the body being supported on an inward-curving and flexible spine. And it is the position to which the learner must so accustom himself that it be-

comes almost a second nature to assume it whenever in the saddle. As many of our readers are not familiar with the wonderful comic pictures of John Leach, in which the good and bad seat on horseback are better

Fig. 2.—A SECURE SEAT.

shown than anywhere else, we reproduce here two that will answer our purpose.

Figure 1 shows the stiff and awkward bearing of an unaccustomed rider, who has hired a livery-stable horse

for a holiday. Figure 2 the upright, lithe position of a good horseman.

And now, how to get this seat. Saddle your horse, unbuckle the stirrups and take them out; let the reins lie on his neck, and call in the services of a friend to hold and lead him. Divest yourself, in this way, of all responsibility as to his conduct. Get into the saddle in any way you please (the manner of mounting is a secondary consideration, and it may be learned later). Turn your toes inward, press your knees against the saddle, but not your calves, and open the back part of the thighs as far as possible. This will bring the flat of the thighs against the saddle, and give the largest possible contact with it. Curve the spine inward, and throw the shoulders back. This, being an unaccustomed position for you, will seem awkward, and will look awkward, and you can at first only maintain it at an expense of a considerable rigidity of the spine. Let your arms hang listlessly by your sides. Holding fast mainly by the knees, shift your seat from side to side with as little swaying as possible to the upper part of the body. Vary the exercise by swinging the body itself from side to side and from front to rear, while the seat is firm. Continue this exercise, no matter how long it takes, until your trunk is pivoted in your hips so that you can move it in any direction while keeping the spine curved inward. Do not at any time hug the horse's sides with the calves of the legs, but let the lower legs hang loosely. The thighs should neither hang too straight up and down, nor be raised too high at the knee, but should take that position which gives the firmest hold on the saddle. Having become perfectly at

home while the horse is quiet, let him be led at a walk, increasing the speed after a time, and finally let him be galloped with a long bridle rein, until, under all his motions, you feel comfortable and easy, and have learned to depend only on your thighs and the flexibility of your body to maintain your position. Boys will learn this in less time than men, and some boys in less time than others; but all must make up their minds to learn it, however long it takes, before they can become thoroughly good horsemen and can really enjoy riding at all paces.

The practice prescribed having been persevered in until the pupil has made himself perfectly at home in the saddle, and so suppled his loins that the motion given to the upper part of the body has no effect on the seat, he may now resume the stirrups and learn their use. They are very important as a matter of convenience and comfort, but they should aid a rider to easily regain his seat when he has lost it, rather than to keep it. It is very fatiguing to ride, even at a walk, with the legs dangling at the horse's sides, and especially so when they are kept in the position already indicated—the only position that can give a secure seat. In walking, a gentle support of the stirrups will help keep the body from swaying from side to side as the horse moves. In trotting, where stirrups are almost indispensable, they enable the horseman to either "rise to the trot," or to so distribute the shock in "riding hard," that it shall be no shock at all, but an easy, quick movement, distributed between the feet, the seat, and the thighs.

The length of the stirrups should be carefully attended

to. Take the proper position in the saddle, with the whole inner part of the thighs, as far down as the knees, pressing firmly and immovably against the saddle, and the legs below the knees hanging vertically—the toes pointing a little downward. Then have the stirrup-leathers so adjusted that the irons will just touch the hollows of the feet, giving them support without raising their position. There will then be no danger that the stirrups will disturb the seat, either by raising the knees or by the effort of the rider to reach down to them when the straps are too long, while by drawing back the feet, so that their balls rest on the irons, a leverage will be given—from the balls of the feet to the ankle joints—that will be sufficient to maintain an even pressure, even if the person is thrown a little from the saddle by the movement of the horse. As men's legs and their arms are generally of proportionate length, and as the stirrups are usually fastened a certain distance down on the sides of the saddle, the stirrups are of the proper length when the whole length of leathers and irons is a trifle less than that of the arm and hand; that is, lay the tips of the fingers on the band of the leathers where they pass around the bolt on the saddle-tree, and draw the irons toward the arm-pit. If they just touch the muscle under the shoulder-blade (not reaching away into the ribs), the straps are usually of the right length.

In ordinary riding, it is best to have the ball of the foot touch the stirrups, as the play of the ankle-joint gives more elasticity to the support; but in rough galloping or leaping, it is best to "drive the feet home," and carry the stirrup in the hollows. Especially must

small stirrups be avoided. The irons should not, of course, be so large that the boot-heels can, by any accident, get through them, but there should be ample room for the foot to be thrust in and out with perfect freedom. This will be one of the best safeguards against the worst mishap that can befall an unhorsed rider—that of being dragged by the heels by a runaway horse, owing to the binding of the foot in the stirrup. There have been numerous devices made to prevent this calamity. The

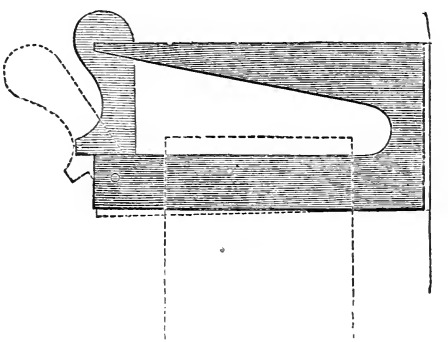


Fig. 3.—SAFETY STIRRUP.

only one of them that is even tolerably sure (and that one is nearly perfect), is shown in figure 3. This is simply an arrangement for closing the back part of the iron by which the stirrup-leather is fastened to the saddle, with a movable piece held in place by a spring, exactly as the blade of a pocket-knife is held. It takes a sharp jerk to open this catch, but, unless it is allowed to become fastened with rust, it will yield to much less strain than that of a falling rider. These safety irons are attached, as a matter of course, to all English saddle-

trees. We shall not here discuss the construction of saddles, but the beginner will be most likely to use the saddle that he can get most conveniently. Whether this is a "McClellan" saddle, figure 4, a Mexican, figure 5,

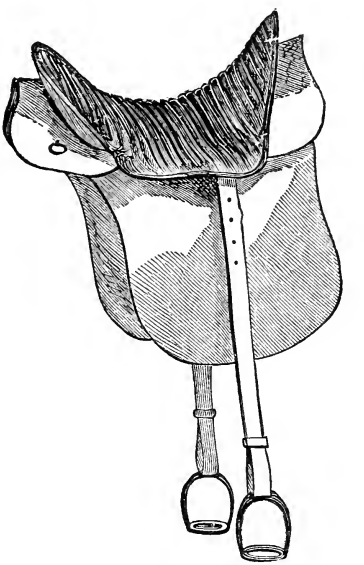


Fig. 4.—McCLELLAN SADDLE.

or the better English saddle, figure 6, or the Whitman, is not very important at the commencement.

Precisely as he has schooled his muscles to the requirements of his new position without the aid of stirrups, so must the learner now learn to make proper use of them, and he should attempt nothing further until he has learned how to use these accessories—that is, how to use them as accessories only, not as an essential dependence. Their most important office is to rest the legs, and to

relieve the muscles of the fatiguing work of keeping the seat firm at all times. So long as there is no unusual disturbance of the position, it is well to depend mainly on the stirrups to preserve it; but any sudden start, in whatever direction, should find the knees and thighs at once ready to perform their duty of grasping the saddle.

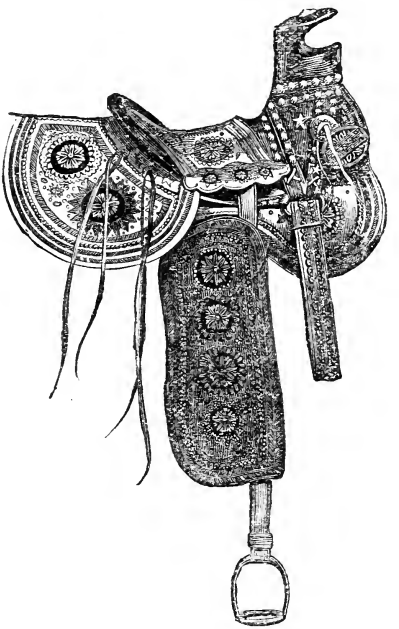


Fig. 5.—MEXICAN SADDLE.

This cannot be the case if the weight is thrown too much on the feet; but it is also important to learn to stand in the stirrups (while the horse is in motion), turning so as to look to the rear, and to throw the weight first on one foot and then on the other; in short, to assume every possible position rapidly and easily, for all this adds im-

mensely to the security, freedom, and grace of the seat. It is only in this way that one can hope to become so perfect a horseman as to justify the old description as being "a part of the horse," of "seeming to grow out of the horse's back."

This branch of the subject—acquiring a good seat with and without the aid of stirrups—may be appropriately closed by a quotation from "Man and Horse": "When

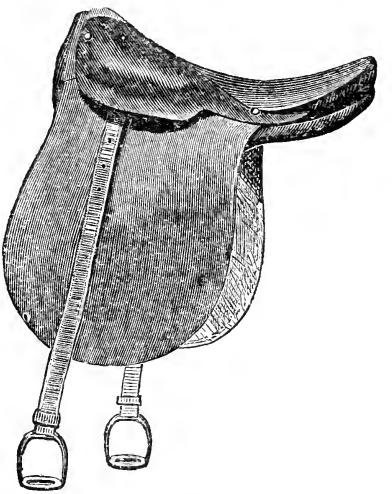


Fig. 6.—ENGLISH SADDLE.

you can sit your horse perfectly in his trot and canter, you possess a seat such as not one rider in half-a-dozen ever acquires, you are still far from being a good horseman, you can not, indeed, properly speaking, be termed a horseman at all. But you may look forward with confidence to becoming what most men would consider an excellent horseman; because you have had the patience and perseverance to drudge on until you have

been bumped and jolted into a smooth and solid union with your saddle. It is by the absence of this union, and by the abrupt shocks and displacements to which they are consequently exposed, that so many riders are disabled from acquiring the proper use of their hands and legs; consequently from ever becoming masters of their horses."

The next step should be to free yourself from your bondage to the person who has up to this time managed your horse for you; and a real bondage it is, as you will find when you first attempt to take him in hand yourself. You may even have been somewhat accustomed to riding before your present exercises commenced, yet you will feel very awkward when you first attempt to repeat your lessons while managing the animal yourself; for the mere fact of having to do something with your hands will have a tendency to constrain your position. It gives the body another employment, and the combination of demands upon it, and upon the attention, must be made familiar before it can become easy. There is no other rule than to learn one thing at a time, and then to learn the combination of each with all that has preceded it, before taking the next step; and this rule is equally applicable to the man and to the horse. Both are "getting the knack" of an artificial habit, and they must learn it gradually, or they will never learn it at all.

Major Francis Dwyer, an English officer in the Austrian cavalry service, wrote a work on "Seats and Saddles, Bits and Bitting," which has the advantage of being, in some respects, different from other books about horsemanship.

The theory advanced with regard to seats is, that at a

point of the horse's back, directly over the fourteenth vertebra—that is, about half way between the withers and the coupling (or top of the hips)—there is located what he calls the center of motion and the center of strength ; the central point from which the forces of the horse, when carrying weight, may be figuratively said to radiate. In other words, this is the point—the middle of the back —where weight can be most easily carried, where the least motion will be imparted to it, and where its distribution will be most equal over all four of the horse's feet; consequently, it is over this point that the rider's center of gravity should fall. As the rider should sit in the middle of his saddle in order that it may transmit his weight equally over so much of the horse's back as it touches, the middle of the saddle should be over this center of motion. As the fastening of the saddle by the girths should be directly under the rider's center of gravity, it follows that they should be under this center of motion. And, again, as it is important that when the rider's weight is transferred to the stirrups, it should not thereby be transferred to another point on the saddle, the attachment of the stirrups should also be in the center of the saddle. The reasoning on which these directions are based seem sound ; but they are so different from the practice in which the writer has been trained, that he cannot fully indorse the recommendation without trial, though he is quite ready to advise that they be borne in mind, and that they be conformed to as nearly as the construction of our present saddles will admit. His own inclination would be to set the saddle a little further forward, and to place the stirrups a little in advance of its

center, adhering of course to the injunction that the rider's weight should be placed in the middle of the saddle, and the girths attached directly in its middle. Major Dwyer is undoubtedly correct in objecting to what is called the chair-seat, where the rider sits far back on the saddle and supports his legs by stirrups attached near its front; and his illustration of the sort of seat that is

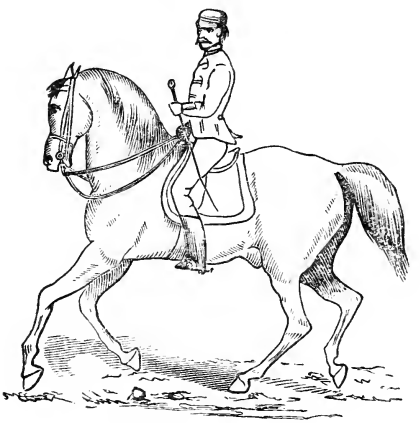


Fig. 7.—THE MODERN MILITARY SEAT.

best (see fig. 7), is certainly very good indeed, and may well be taken as a model of elegance, ease, and safety for the imitation of the learner.

Mr. Apperley, a celebrated English authority on fox-hunting, says: "When hounds find and go away, place yourself well down in your saddle, on your fork or twist; and do not be standing up in your stirrups (as was formerly the fashion, and the cause of many a dislocated neck), sticking out your rump as if it did not belong to you;" and he accompanies his direction with a very in-

Fig. 8.—GOOD AND BAD SEAT.

structive illustration of a bad and a good seat (fig. 8). As riding is an imitative art, there is really much more to be learned from these illustrations than from any description that it is in our power to give; but the rider should always bear in mind that a well-balanced horse, in turning to the right or the left, turns on its center of gravity, or "center of motion;" and that if the rider's weight is placed to the front or rear of this position, it will not only impede the horse's free movement, but will feel much more disturbance than if in its proper position. The learner, if he really desires to become a first-rate horseman—and it is only when stimulated by this desire that one can really enjoy learning to ride—should consider well what experience has shown to be the best position (as indicated in our cuts), and continue his practice until this position becomes the most easy and natural; it surely will become so by sufficient practice, and, when a good seat is once obtained, it can no more be forgotten than the art of swimming.

CHAPTER III.

BITS AND BITTING.

The second part of Major Dwyer's book, which is perhaps even more valuable than the first, relates to "Bits and Bitting," and he shows more conclusively, than any writer who has preceded him, the importance of great care in the adjustment and management of the bit and

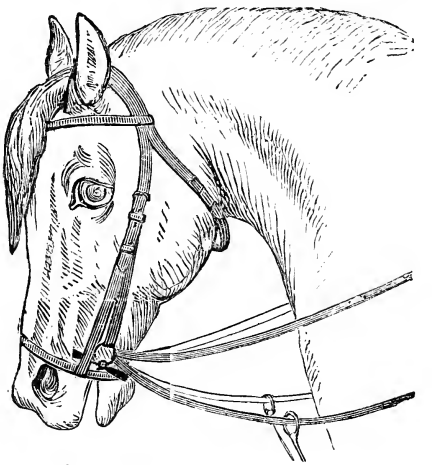


Fig. 9.—HEAD-GEAR FOR YOUNG HORSES.

bridle, giving some opinions which are quite new to the writer, and which are obviously important.

His device for the head-gear of a young horse that is to be broken for any purpose, or of any horse that is to be trained to the saddle, we show in figure 9. This is an

ordinary snaffle-bridle, with a single pair of reins, with the check-pieces drawn short enough to cause the bit to touch lightly in the corners of the mouth. There is attached to it, by two straps buckled one into each check-piece, a nose-band, or strap, which passes around the nose quite below the bit, but high enough to take its bearing on the bone rather than on the cartilage of the nose. This strap is drawn tight enough to prevent the horse from opening his mouth to any considerable width. There is no way in which a colt does more to make himself insensible to the action of the bridle than by stretching open his jaw and bearing against the bit. From the position of this nose-band, it is entirely out of the way of both bridle and bit; and as the mouth is not entirely bound together by it, it can in no way interfere with proper control by the rider. It simply prevents the horse from resorting to a very common means of defence.

Another apparatus described must be very useful not only in training, but in the management of all horses who have the trick of carrying their heads so high as to cause the bit, when pulled upon, to ride up into the corners of their mouths instead of bearing, as it should do, against the lower jaw. It should be equally valuable in preventing an animal from tossing his head in a fitful way, as many horses do. It is at the same time entirely free from the grave objections that hold against all forms of martingales, having nothing whatever to do with the reins, and subjecting the horse to no constraint so long as he carries his head in the proper position. It is called a "running-rein," and is shown in figure 10. A short strap, *d*, about six inches long, with a buckle at each end,

is fastened to two rings of the snaffle, and passes under the horse's chin. At the middle of this strap there is attached another, *i*, three or four inches long, at the end of which there is a stout smooth ring, *c*, an inch or more in diameter. There is a strap, *k*, around the neck which supports another, *l*, that passes back to the girth of the saddle, as with the ordinary martingale; but this latter strap, instead of being split into two parts, as in the

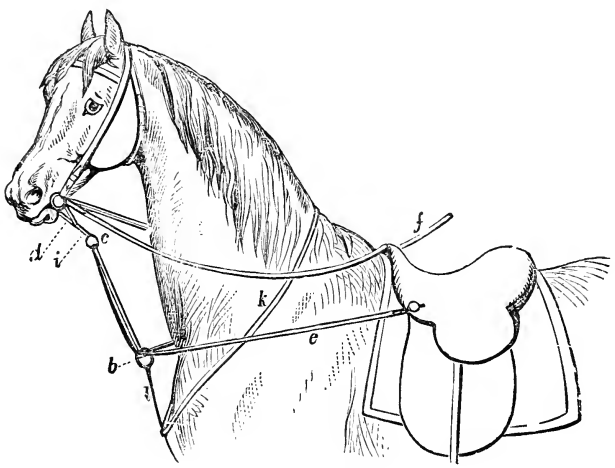


Fig. 10.—RUNNING-REIN.

martingale, extends six or eight inches beyond the neck-strap, where it carries another smooth ring, *b*, somewhat larger than the one under the chin. These rings are better made of ivory; but iron, if smooth, would answer tolerably well. The "running-rein," *e* to *f*, is of the width of an ordinary bridle-strap, eight and a half feet long. It not made of one piece of leather, its joints should not be within two feet of the center. One of its

ends is furnished with a buckle, and a tongue-strap eighteen inches long, which is to be buckled through a staple or D-ring on the left side of the saddle near the pommel. The other end of the strap is then passed through the ring, *b*, in front of the horse's breast, then through the ring, *c*, under his chin, then again through the breast-ring, *b*, and brought up to the rider's right hand, *f*. This arrangement gives him more power to draw the horse's head down to its proper position than any other device in use. So long as the animal behaves himself, the slackening of the "running-rein" leaves him perfect freedom, but, when necessary, the least pull acts with double force on his head and draws it in a downward direction.

Whether a horse is to be used for riding or for driving, there is no doubt that the use of the "running-rein," and the nose-band bridle would offer the best means for his proper training, and would do very much to prevent the restiveness that is so common a result of the ordinary methods, and would often prevent the trainer's loss of temper, which has more effect in spoiling the disposition of the animal than have his own inherited qualities.

Even more important than the Saddle—so far as the management of the horse is concerned—is the apparatus by which his movements are to be regulated and restrained: that is, the "Bit." The various forms of bit sold by saddlers, even in the largest cities, are almost invariably faulty. They are made without much consideration of the use to which they are to be put, and often fail to produce much effect, except as a means of torturing the horse into a kind of sullen obedience. It is one of

the offices of the bit to produce pain; but only when the horse resists its action, and then only so much as may be necessary to secure submission to the rider's will. As he will instinctively yield to a pressure that would cause pain if he did not yield, and as, if the pain is produced from both directions, he will try so to move as to escape from that which is the more intense, it is of the greatest importance that the bit be constructed in such a manner, and so placed in the mouth, as to impel his head in the right direction—that is, toward the rider's hand.

The bit rests against the "bars" of the lower jaw, those parts of the jaw where there are no teeth. It has two levers, one at each side; one end of each of these levers projects upward, carrying the chain that passes under the chin, and the other ends project downward to receive the reins, by which the force is to be applied. The object is to have the chin serve as a fulcrum, so that when a strain is applied to the lower ends of the levers, the pressure on the bars will be sufficiently suggestive of pain to cause the horse to draw in his head. If, from bad construction or improper adjustment, the chain becomes more painful than the bit, the horse will withstand the lesser pain in his mouth to escape the greater pain behind it, and will thrust out his head in obedience to the real impulsion. In this case the bit is virtually the fulcrum, and the stronger impression is produced by the chain. It is in the principle herein suggested that we are to seek the solution of the greatest difficulties connected with proper bitting; and its close observance is necessary to complete success. In nine cases out of ten the arrangement of the bit is so faulty, that it is impossible for it to

act as it should, and instead of inducing obedience, we arouse opposition. The reason for the prejudice against curb-bits, among those who consider them instruments of torture, is, that as they are generally used, they are instruments of torture. It is impossible to ride really well on an average horse without a curb-bit; but it is impossible to ride well on any horse, unless the curb-bit is properly made and properly adjusted. Its importance

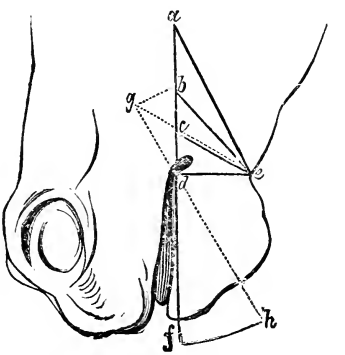


Fig. 11.—CURB-BITTING.

is sufficient to justify a careful explanation, for which purpose the above illustration, figure 11, is taken from Major Dwyer's book.

The point, *d*, shows the position of the bit in the mouth; *e*, is what is known as the "chin-groove," which is easily seen on any horse. The head-stall should in all cases be of such a length as to allow the bit, *d*, to lie exactly opposite the chin-groove. This is the only place where it will not do more harm than good, unless the horse is remarkably well broken; *f*, is the point where the rein is attached, at the end of the lower arm of the

lever; *a*, *b*, *c*, represent the ends of the upper arms of the lever, showing what would be their action if they were of different lengths. These are the points where the curb-chain is attached to the bit. The rule which has been established by experience is, that this upper arm of the lever should be exactly as long as the perpendicular distance from *d* to *e*. This allows the chain, *b*, *e*, to lie easy and naturally in the chin-groove without pinching, when the rein is held lightly, yet to exercise a strong leverage when the reins are drawn. For instance, when the point, *f*, is drawn back to the point, *h*, it will not be able to move much farther, and a strong pressure will be brought to bear on the mouth. If the upper arm of the lever were twice as long as the distance from *d* to *e*, reaching to *a*, the chain *a e*, if hanging in the chin-groove, would have very little effect, except to pinch and torture the horse, producing the most pain upon the jawbone, just above the chin-groove, causing the horse to throw up his head to escape it. If, on the other hand, the upper arm of the lever were made only half as long as the distance from *d* to *e*, reaching to *c*, the chain would have very little effect, unless it were drawn so tight as to be uncomfortable even with a loose rein; so tight, indeed, that it would soon chafe the chin-groove and make that so painful, that at the least touch of the rein the principal effect would be produced there rather than in the mouth, and the horse would again be caused to throw up his head.

If the upper arm of the lever is of the proper length, reaching to *b*, when the lower end of the lever is drawn back to *h*, the upper end will be advanced to *g*, and the

chain will draw on the line *g* to *e*, drawing, almost exactly, at right angles to the jawbone at the chin-groove, bringing the chain flat against it, creating the least possible amount of pain there, and affording a firm fulcrum, from which force may be directly applied to the bars at the mouth.

The length of the lower levers need not be made so exactly according to rule. The longer they are, the more effect will be produced with a given amount of force applied to the reins. Perhaps a safe rule would be to make them twice as long as the upper arms of the levers. This is enough for the control of the worst cases, and more than this, as is usual, increases the difficulty of light handling. The construction of that part of the bit which lies in the horse's mouth, connecting the two side levers, is important. Its length should be just such as to allow the levers, which should be turned out a little at the top to make room for the leathers, to play freely over the sides of the face without chafing. The bit should not be too long, nor should the upper ends of the levers be too much turned out lest the chain be straightened out, and caused to rest only against the bones of the jaw; whereas it ought to follow closely around, touching the skin for at least three inches of its course. Curb-chains are made flat, so that when twisted into shape, they lie almost as smooth as a band of leather against the chin. The larger they are, and the larger the wire of which they are made, the easier and better they will be. They are attached by spring-hooks to the eyes of the upper ends of the levers. The mouth-piece of the bit should also be of generous size in those parts that lie against the

bars, being much less painful than if small. That part of the bit lying between the bars should be made of thinner iron and a little elevated, forming what is called the port or tongue-groove, preventing the horse from taking the pressure on his tongue, as he might do if the bit were straight, and thus becoming heavy or dull in the hand.

The lower ends of the levers or "branches" may be either straight or curved. If straight, they should have

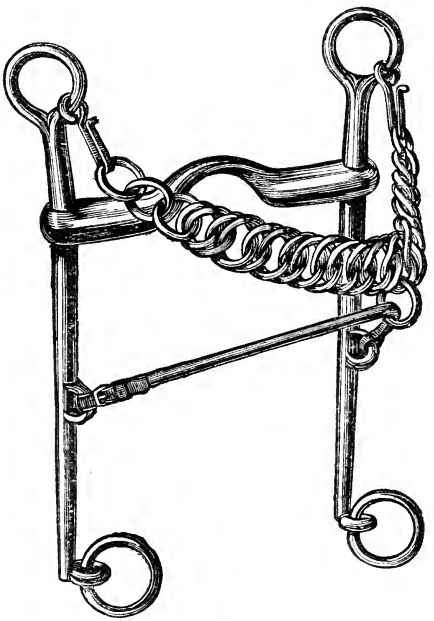


Fig. 12.—"BAUCHER" BIT.

eyes a little above the points where the reins are attached, to carry what is called the lip-strap; a small leather that passes through a loose string in the curb-chain, and is

buckled to the lever on each side. The object of this strap is to prevent the horse from taking the branch of the bit in his teeth and destroying the effect of the curb; a trick that most horses soon learn, and which they know how to take advantage of. Figure 12 represents what is called the "Baucher" bit, and is copied from one that the writer has had in use for many years.

To avoid the complication and cost of the lip-strap,

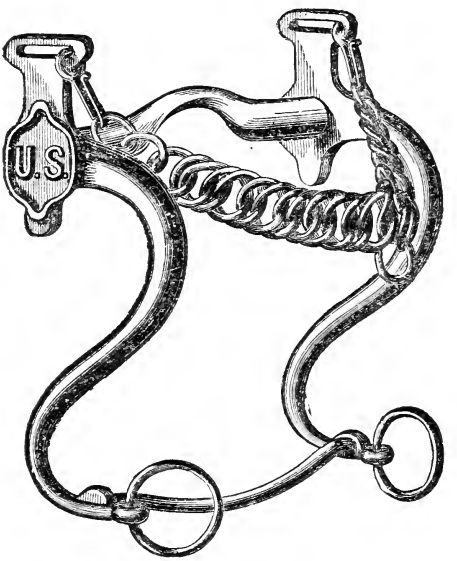


Fig. 13.—"McCLELLAN" BIT.

the curbed branch, or lower lever, is adopted for army use; and there is no reason why it is not equally suitable for the use of civilians. It brings the iron in such a position that the horse cannot possibly get hold of it. This bit is shown in figure 13, the "McClellan" bit.

The foregoing details will seem to those who are not familiar with the niceties of riding, to be needlessly minute and particular. Many a man will say that any bit is good enough for him; just give him a good strong pair of reins to hang on by (!) The proper reply to this is, that this is not written so much for him, though he needs its information more than any one else, if he only knew it, but for those who really care to become good horsemen. No one can ride with pleasure on a horse that has a bee incessantly trying to sting him under the chin. His fear of the bee introduces a disturbing element that counteracts all our efforts to make him attend steadily to his duty; and an ill-fitting, badly placed bit causes hardly less disturbance.

There are many points to be attended to in the proper equipment of a saddle-horse, nearly all of them points of minor detail, yet they are important, too; for unless the rider's weight is properly placed, and unless he has the proper means for controlling and guiding his horse, there can be no comfort, or gracefulness, or pleasure for the man. There must also be a loss of endurance and smoothness of working for the animal; and as it costs no more, save in attention, to have things right than to have them wrong, there need be no excuse for failure in essential points.

CHAPTER IV.

THE MOUNT, REINS, ETC.

We have now given our learner a preliminary shaking into a smooth and secure seat by mounting him on a horse whose management is intrusted to a friend, have taught him the use of the stirrups, and have shown him what sort of saddle and bridle he needs for his outfit. He is now ready to begin to learn to be a horseman, and he may next be taught to mount properly.

He should first learn, if young enough for such efforts, to vault into the saddle. We now and then hear of Princes, and the like, who lay one hand on the pommel and "gracefully vault into the saddle," but we do not see the feat performed except by skillful acrobats, and it is not very gracefully performed even by them. The following method, however, demands but little skill or strength, and, while always a good way to mount, is sometimes the only way it is practicable to mount a restive horse.

1, Stand facing the horse's left shoulder; 2, adjust the reins in the left hand, and take a lock of the mane in it; 3, lay the right hand on the pommel of the saddle, with the fingers inside and the thumb outside of it; 4, spring upward and throw the whole weight on the hands, with the crotch at the hight of the saddle, figure 14; 5,

raise the right leg slowly, well over the horse's croup, without bending the knee, and drop lightly into the saddle—during this movement most of the weight is borne by the right arm ; 6, withdraw the hands from the neck and pommel, and put the feet into the stirrups. These movements should be practised until it becomes easy to make them moderately. It looks very awkward to see a man "scramble" into his seat by hooking his

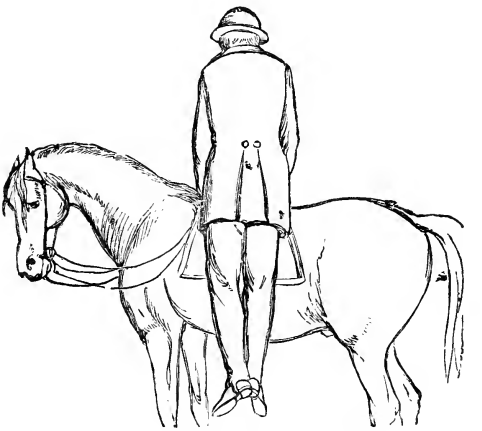


Fig. 14.—LEARNING TO MOUNT.

right leg over the saddle and tugging himself over by his hands. As soon as your horse is accustomed to the manœuvre, and will stand quietly, practice the two movements, 4 and 5, separately ; first learn to spring from the ground to the position described, and to drop easily down again without effort, and without kicking, and learn to handle the weight, when up, by raising the body until the knees are on a level with the hands, and settling back again. This movement depends very much

on the ability to handle the weight of the person with the arms, and will need a little practice, which may as well be taken on a wooden horse or a bar, fastened five feet from the ground, a little higher after this has become easy. In short, make it easy to get into this elevated position, and to feel unrestrained while in it. Next, learn to get the control of your right leg, so that it becomes natural and easy to throw it over the horse's croup with a bold swing, not poking it over knee foremost, and to carry it so high that there is no danger of touching his hips with the toe, nor of scraping his flank with the spur, as the foot descends. Keep up the alternate motions of throwing the leg over the saddle, and of returning again to the erect position, until you can arrest the movement at any point, and have such perfect command of the weight that you can be sure of getting lightly into the saddle under all circumstances. This knack, once acquired, will never be lost, and you may be sure of mounting any horse, except a bad rearer, on whose neck and saddle you can lay your hands; that much accomplished, you are sure of him, and you can safely dismount by reversing the movements, in spite of his efforts to give you a fall.

While this vaulting is a very valuable knack to possess, the ordinary steady, sober citizen whom we are addressing, will usually wish to mount with the stirrup. It is curious to see what different ways different people adopt to do so simple a thing. Some practice the old military system: standing at the side of the horse's neck, face to the rear, with the left hand holding the reins and a lock of the mane, they hold the stirrup with the right hand,

figure 15, put the left toe into it, give two hops, which slews them round until they face the horse and catch the cantle, or back part of the saddle with the right hand, then rise and get their seat. The first position of this manner of mounting exposes the rear of the rider to a bite from the horse, which, the hand being engaged in the mane, he is powerless to prevent. A beginner

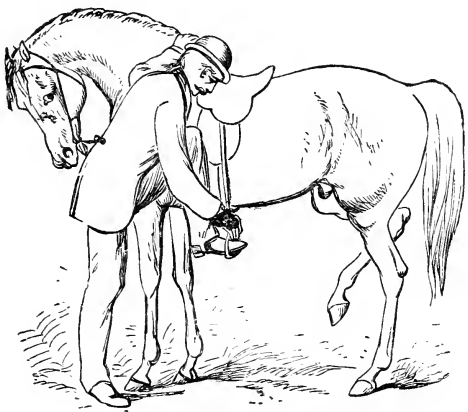


Fig. 15.—OLD MILITARY MOUNT.

usually takes hold of both ends of the saddle, finally manages to get his toe into the dangling stirrup, and then struggles with more or less difficulty into the saddle, where, for a moment, he has no control of the horse, who, if he is at all spirited, commences the exercises by a very confusing start.

The correct manner of mounting with the aid of the stirrup is, in our opinion, the following: 1, Stand opposite the cantle of the saddle, face to the front, with the right hand, holding the rein short enough to feel the horse's mouth, far over the right side of the cantle; 2,

take the lower part of the stirrup-leather in the left hand, and steady it while introducing the left foot, figure 16; 3, give a spring, upward and forward, throwing the weight as evenly as possible on the left foot and on the right hand, so as not to turn the saddle, grasping the lower part of the mane with the left hand in rising, and standing erect in the stirrup, with the feet touching each other; 4, throw the right leg, without bending the

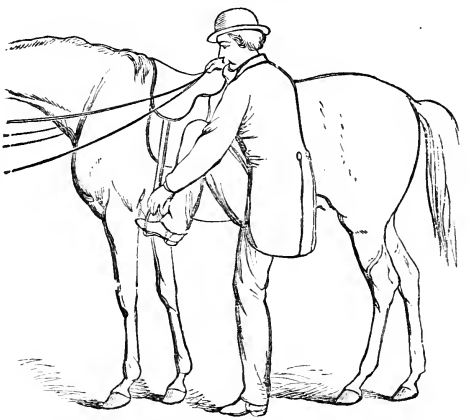


Fig. 16.—PROPER WAY TO MOUNT WITH STIRRUP.

knee, well over the horse's croup, and, raising the right hand at the same time, drop lightly into the saddle; 5, as the right hand is raised from the cantle, let go of the mane, and receive the reins between the fingers of the left hand, letting go with the right as soon as they are properly adjusted.

After the left hand has seized the mane the horse cannot prevent the rider reaching his seat; and the rider firmly establishes himself before he withdraws either hand.

There is no difficulty, for one who is not infirm, to

mount in this way, and the only objection that can be made to it, is that by a "cow-kick" the man standing at the girth may receive an injury. But this is a rare vice, and a horse that kicks is dangerous to approach, for mounting or for any other purpose; so that it is hardly worth while to abandon a system that is otherwise excellent, because it does not apply to a very small class of vicious brutes, that should not be used for saddle under any circumstances.

On the other hand, nearly every horse will paw with a fore-foot, if at all impatient, and he who stands in front of the shoulder of a horse is not secure from injury. Among the other disadvantages of the generally adopted method, mention may be made of the following:

1. The rider, standing in front of the shoulder of the horse, may be upset by a forward movement; and this danger is greatly increased after the foot is put into the stirrup.

2. The left hand, entangled and held in the hairs of the mane, cannot use the reins.

3. The drag upon the cantle of the saddle must, in all cases, disturb its position, and may cause it to turn.

4. The right arm fastened to the cantle of the saddle prevents the right leg passing over the back of the horse.

5. To pass the right leg over the horse, the right arm must be removed; thus taking away the principal brace of the body at the most critical time, and allowing the body, in case of any movement, to fall backwards towards the shoulder of the horse.

6. The absence of a reason for any one motion in the method.

Upon the seat depends the security of the rider, not only as regards his remaining upon the horse, but in permitting him to use that lightness and delicacy of touch that is required to manage and control the horse. It has often been said that this desired lightness of touch is a rare gift, wholly denied to strong men. But if a man has a seat that is independent of any support from the reins, he may acquire a light touch upon the mouth of the horse as readily as he may make a fine stroke with a pen.

Each man has a seat peculiar to himself, and that will be his seat for all purposes, whether in the field, upon the road, or in the school.

It will be obtained in the following manner :—

After having reached the saddle, disengage the left foot from the stirrup. Then bearing the weight of the body upon the buttocks, make the inner sides of the thigh, from the knee up, grasp the saddle. The body must be held erect, the shoulders thrown back, and the chin drawn in ; and the elbows should be carried close to the sides.

The legs, from the knee down, should hang without stiffness, and the feet will, without effort, find their proper place, parallel with the body of the horse.

The length of stirrup-leather will be found when the tread of the iron strikes the heel of the boot immediately above the junction of the sole. The toes will be raised and inserted in the stirrups as far as the balls of the feet.

The stability of the seat is dependent upon the weight of the body, the balance, and the grasp of the thighs. The erect seat upon the breech, that we have described,

permits the body to make, most readily, those motions that are necessary for preserving the perpendicular application of the weight, and for keeping the balance. The strongest hold upon the saddle possible is with the inside of the thighs.

There should be no pressure upon the stirrups; for this would relieve the weight, disturb the balance, and force the grip of the thighs. It is no argument in favor of riding upon the stirrups that the horsemen of the East carry their knees up to the pommel of the saddle, for the Mexicans, who are better riders, extend the leg to its full length. It is in spite of bad systems that these peoples who live on horseback become skillful in the management of their steeds. Because a circus performer standing upon one leg keeps his horse under circumstances that would prevent a poor rider from keeping in his saddle, it is no argument that the proper way to ride is upon one leg.

The seat having been found and the stirrups having been adjusted, no changes should be made for the different circumstances under which the rider will be called upon to exercise his skill. It is bad art when the principles are not suited to every emergency; and the seat that has been found to be that in which the center of gravity can best be preserved in the high airs of the *manége*, where the horse makes the most violent movements of the fore-hand and of the croup, should answer all requirements.

The beginner will use the reins of the snaffle only. He will take a rein in the grasp of each hand, the loose end passing under, and held by the thumb, at a length that will give him command of the mouth of the horse.

In teaching the horse the changes of direction, as is described in the chapter upon "Hands and Legs," one hand will hold the curb, the reins divided by the little finger and grasped by the thumb; while the snaffle-reins will be held above those of the curb, divided by the breadth of the other hand.

There are various ways prescribed for holding the reins in riding the trained horses, but we prefer the following method :—

In the left hand: the curb-reins divided by the little finger; the snaffle-reins divided by the middle finger; the ends of both sets carried up through the hand and secured by the thumb, which should be uppermost and pointed to the ears of the horse. By bending the wrist to the right so that the knuckles come uppermost, the head of the horse will be carried to the right and the change made in that direction. By bending the wrist to the left, so that the finger-nails come uppermost, the horse will be turned to the left. There should never be tension on the two bits at the same time. The horse should be ridden upon the curb; the snaffle will be used to fix the hight of his head, and, occasionally to take the place of the curb to freshen the mouth.

The right hand will be carried upon the loose ends of the reins to assist the left.

CHAPTER V.

HORSE GYMNASTICS.

The following exercises will be found of great service in giving strength to the seat, in aiding the balance, in teaching the habit of regaining a lost position without disturbing the tension of the reins, and in giving ease and grace to all the motions of the rider.

When so indicated, these movements will be made from the position prescribed for "the seat."

1. In the seat, with the arm hanging motionless by his side, let the pupil take away one thigh from contact with the saddle and bring it back into its place, with the point of the knee turned in as much as possible, the movement being made by a rotation of the hip-joint. This should then be done with the other leg.

2. From the seat, and the rest of the body is quiet, raise both knees to meet above the pommel of the saddle, and bring them back to the saddle, making the inner sides of the thighs take as many points of contact as possible.

3. In the seat, keeping the thighs close to the saddle, let the pupil lean back until his shoulders touch the rump of the horse; then let him quietly recover his erect position.

4. In the seat, keeping the buttocks in the saddle and the thighs in place, let the pupil lean forward and slightly

to one side until one of his shoulders touches the crest of the horse. Then let him slowly recover his position.

5. In the seat, let the body sway forward, to one side, to the rear, to the other side, and then into position; then reverse the movement.

6. Lose the seat to the right, and without aid from the hands bring the body back into the saddle by a quick turn of the buttocks; then make the movements to the other side. This should be practised at the walk, at the trot, and at the gallop.

For the Balance.—1. In the seat, the arms hanging without stiffness, carry the right leg over the pommel to the left side; then carry both legs over to the right; then come back to the seat by carrying the left leg to its place.

2. In the seat, carry the right leg over the pommel to the left side; then work the body upon the buttocks as a pivot until the face is to the rear. Carry the left leg over, then the right leg, and work the body upon the buttocks as a pivot until the face is to the front. Resume the seat by carrying the left leg over the pommel to its place; then reverse the movement.

For the Legs and Feet.—1. In the seat, keeping the knees fixed, bring the lower part of first the one leg and then the other, as high up on the side of the horse as possible, without either touching the horse or moving the knee. This movement should be done at the walk, at the trot, and at the gallop, so that the rider may have perfect control of the action of the legs in directing the movements of the croup.

2. In the seat, the legs hanging without stiffness and the rest of the body quiet, rotate, first the one foot and

then the other, from the ankle joint, with an outward and then an inward movement. The improvement in this exercise may be measured by the facility with which the pupil can gain his stirrups by the action of the feet only.

To MOUNT.—Standing at the shoulder of the horse, facing the near side, seize a lock of the mane close to the crest, the hairs passing down through the hand, the thumb uppermost.

With the right hand grasp the pommel of the saddle, the fingers under the tree, the thumb extended towards the ground.

Leave the ground with a spring and take the weight of the body upon the arms until the fork is level with the withers of the horse, resting a moment in this position.

Carry the right leg over, and sink quietly into the saddle.

Release the holds upon the mane and the pommel.

To those who have never tried it, this movement appears to be difficult. It is, in fact, very easy, and should be accomplished after a few trials by any one who is active enough to undertake riding. It should be performed at the walk, at the trot, and at the gallop. At the gallop care must be taken not to carry the body over too much in putting the right leg across the horse, nor need the body be carried so high as when the horse is at rest, nor is the momentary stop to be observed.

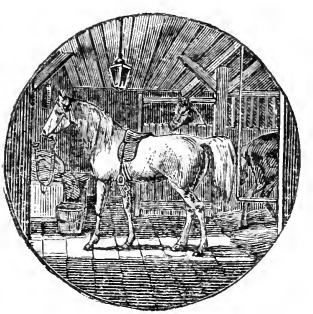
To DISMOUNT.—Seize the mane and pommel as in mounting. Bear the weight upon the straightened arms as the right leg is brought over to the left side. Hold the body for a moment perpendicularly to the side of the

horse, the whole weight being supported by the two arms. Drop gently to the ground at the shoulder of the horse. This may be done at the gallop, by avoiding the momentary rest and coming down prepared to take a few steps with the horse, after which the holds upon the mane and pommel should be released.

General Exercises.—1. From the seat, grasping each side of the fore-part of the saddle, bear the weight of the body upon the extended arms, turning the balanced body first one way and then the other.

2. From the seat, grasping each side of the fore-part of the saddle, throw the body forward upon the slightly bent arms towards the neck of the horse ; and throwing up the legs in rear, cross them, and come into the saddle faced to the rear.

3. From this position, place the palms of the hands upon the rump of the horse, and performing a movement similar to the above, come into the saddle faced to the front.



CHAPTER VI.

HANDS AND LEGS.

The horse is propelled by the hind-quarters, and the movements are directed by the forehand. The legs of the rider act upon the croup, and by their pressure bring forward those forces; the hand restrains the forces of the forehand, and collects and guides all. When the forces of the croup are brought forward to such a point that they meet and balance the forces of the forehand, the horse is in equilibrium, and no movement can be generated until one or other of the forces predominate.

As the legs act upon the forces of the croup, and as the hand governs the forces of the forehand, it will be seen that this union and balance of the forces puts the immediate and distinct control of the mass within the power of the rider.

The forward movement of the horse will be measured by the effect of the forces of the croup to predominate, and the corresponding yielding of the forces of the forehand.

But if the force opposite the augmented force does not yield, then that unyielding part is the more firmly fixed to the ground, as by an incumbent weight, and if action takes place it must either be in rearing or in kicking.

If the forces of the croup predominate, and the fore-

hand does not yield to correspond, then the action of this latter part is hampered. But if, as the forces of the croup seek to advance the point of union, an advance is made by the fore-quarters, the equilibrium may still be approximately obtained. That is, if this equilibrium is to be maintained, the forward movement of the forehand will be permitted as the forces of the croup are brought forward.

If the speed is to be increased, the legs will act upon the croup, and the hand will give freedom to the forehand. If it is desired to moderate the speed, the forces of the forehand will be brought back; and when they are brought back to a point where they balance the forces of the croup, a halt is brought about. If the forces of the forehand are brought back beyond this point of balance, the mass must move back, or undue weight must fall upon and fix the croup.

It is the object of the rider to maintain the approximate equilibrium in all the movements of the horse. But, to obtain the control of these forces, all the resistances, active or by the will of the horse, and passive or by the weight of the horse, must be overcome.

That is, the horse must be suppled in the forehand and in the croup, must obey the legs, and be amenable to the bit. The method of supplying the croup and of teaching obedience to the pressure of the legs, will be treated at length in the chapter upon "The Early Education of the Horse." We shall now turn our attention to the forehand and to its sense of feeling, the mouth.

The horse must first be taught that he can not pass beyond the limit put by the hand without bringing pain

upon himself, but that so long as he is obedient to the bit he finds comfort. To this end the hand will firmly resist any attempts of the horse to go beyond the limit fixed, but it will make a concession whenever he yields his opposition. The next step will be to make him relax his jaw and bring his head into position, so that there will be no opposition to the bit. To accomplish this the rider will be mounted and the horse will be kept upon his ground. Taking the curb-reins in the left hand, the rider will make gentle vibrations of the right rein with the right hand until the horse gives the jaw. A word of encouragement will be given, and the tension will be released. Then, changing the curb-reins into the right hand, the same thing will be done with the left rein by the left hand. After the horse will yield to either side, he will be induced to give up the opposition of the jaw, and bring the head into position by the same vibrating motions of the two reins at equal length. If the horse hangs upon the bit, he will be induced to bring up his head and carry his own weight by a few pulls upon the snaffle-bit, from below upwards. But there is never to be a steady tension upon the bit; the horse is to be kept in hand by a series of slight touches, that are to be relaxed the moment the resistance ends. When there is a steady pull, no matter how light it may be, the equilibrium is destroyed.

By a pressure of the legs the horse will be made to bring his hind-legs in under him, a forward movement being prevented, and lightness in front being secured, by the means above recited. When these forces from the forehand and from the croup are gathered and balanced,

the horse is in equilibrium, and is ready for any movement without further preparation.

After these lessons have been repeated at the halt, until he desists from opposition, he will be put into the walk, the trot, and the gallop, the approximate equilibrium being at all times demanded. If he attempts to go beyond the bit he must be restrained, and lightness must be kept up by the gentle, intermittent tensions of the curbs. If he hangs back, the heels must keep the forces of the croup up to the point that is required by the desired speed.

It is through ignoring the fact that a horse's forehand may be lightened by the play of the bit, that induces some writers upon riding to adopt crude and improper means for producing the different movements depending upon that condition. A badly-trained horse will bear upon the bit of the heavy hand, and instead of becoming light in the front, at its pressure upon the mouth, the forehand will be the heavier for this opposition. It is for such horses and such riders that some writers upon the art advocate that the head should be pulled to the left to lighten the right shoulder, when the rider wishes his horse to lead in the gallop with the right side. Now it is agreed on all hands that a horse's head should be turned in the direction that he goes. In the above instance the head of the horse is turned to the left, and he is to lead off with the right side. Then if his head is carried to the right, to change direction to that side, the horse should, if he answers to his signals, change his leg and be false in his gallop. But when the heavy-handed rider has on some occasion made his horse rear, he finds

that when the horse is forced to yield to the hand he becomes light in front, and the theory we support is in that case proved.

We have seen that, by overcoming the resistances of the forehand, we can lighten that part without violence, and when we come to the lesson upon the gallop the same principles will be applied to make the horse lead with either leg. For if the forehand is made light by the proper action of the bit, that side will be made the lighter upon which the action is the more strongly defined, so that to make him lead off with the right leg we shall raise that side with the right rein, and the horse will move off with his head in the proper position.

To Change Direction.—We will suppose that the horse has so far progressed in his education that he may be put into the walk, and yet be so obedient to the bit that he retains the equilibrium as far as is possible. Keeping him at a steady walk, the rider will accustom him to bear the pressure of the legs by applying them, first one and then the other, as the horse raises the opposite fore-leg. This will serve to improve the action of the gait, as well as to bring him to bear the pressure of the legs without flinching. When he will answer the pressure of the legs and bare heels by bringing forward the forces of the croup, and will measure his speed by the freedom given him by the hand, without forcing himself upon it, he will be accustomed to the spur until he bears the scratch of the rowel with the same complacency that he bore the attacks of the heels. This can be brought about without trouble by quieting the horse by voice and hand after each application of the aid,

which at first should be very light, to gradually increase in force. The spur should never be given with a shock, but the foot should be carried back and the rowel quietly but quickly applied by lowering the toe. After the horse finds that the spur comes soon after the pressure of the leg, he will rarely require the application of the severer form of the aid, and the whole education of the horse will tend to make him quick and lively in his motions, and obedient to the slightest expression of his master's will.

The horse, in hand and gathered, will be put into the walk, and the rider will practice the change of direction to the right. Taking the curb-reins in the left hand, he will hold the snaffle-reins divided by the width of his right hand. Upon arriving at the point where a new direction is to be taken, the rider will turn the head of the horse by the direct application of the right snaffle-rein, and when the horse turns into the new path the left hand will be carried to the right, so that the left curb-rein will press against the left side of the neck. The legs of the rider will give such aid in bringing up the croup in the new direction as the circumstances may require.

After the horse will turn readily to the demand of the snaffle-bit, he will be made to take the new direction with the unaided use of the curb, the left hand being carried to the right so that the outside rein presses upon the neck, and bends his head in the direction he is to move.

Carrying the curb-reins in the right hand, and those of the snaffle in the left, the change of direction to the left will be made in a similar manner.

The horse will be accustomed to be brought to a stop from the walk by the rider raising the hand and leaning back in the seat, and gently pressing with the legs to bring under the forces of the croup.

The horse standing, and in equilibrium, the rider will induce him to bend his head and neck, first to one side and then to the other, by the vibratory motion of the direct curb-rein. Both legs will be kept close to the sides of the horse to keep him steady, the opposite leg being rather closer to overcome resistance and to prevent a movement of the croup against it. The horse will not be permitted to carry back his head, at will, from the bent posture, but the rider will bring it back into position by the rein opposed to that by which the movement was begun.

It only remains, for the present, that the horse should be taught to bend the croup, at the application of the heel, sufficiently to put him into position for the gallop. He will first be made to take a step with the hind legs to the right by the application of the left leg, the right rein playing with the mouth to remove the opposition of the right shoulder. By inverse means the croup will be moved a step to the left. In all movements of the croup the legs should be held close to the horse, so that the action produced by the one may be readily checked by the other.

CHAPTER VII.

THE WALK, TROT, GALLOP, ETC.

It is not necessary, nor is it desirable, that the tight grip of the thighs should be maintained while at the walk. The gait is so smooth that the weight and the balance will serve to keep the rider in his seat, and the knees being in position, the thighs may instantaneously take their hold in case of a sudden start of the horse. But this ease should never degenerate into negligence, and as a horse is more apt to stumble at a walk than at a quicker gait, the rider must never permit his attention to be taken from his horse. The horse should be kept constantly in hand, particularly after any great exertion that has called upon his strength, for he is much less able to recover from a mistake when he is tired, and he feels the fatigue less when he is kept roused. In going down hill, he must have liberty enough to permit his body conforming to the slope of ground, so that he may extend his step safely.

For the trot, the horse must be kept light, between the application of the hand and legs. The speed will be restrained by the first, or augmented by the latter, at the will of the rider, whose efforts should be so directed as to give a regularly-cadenced gait of equal action, in the highest equilibrium possible. The hight and brilliancy of movement in the trot may be governed by the applica-

tion of first the one and then the other spur, as the opposite fore-leg of the horse is raised to step off. In this way, it may be developed into the Spanish trot of the *manége*.

In the trot, the rider should sit erect, with the shoulders thrown back, and the thighs close to the saddle. If the rider rises to the trot, the constant shifting of the weight will greatly interfere with the equilibrium of the mass, but it is not necessary that the horse should get out of hand or be permitted to bear upon the bit. The rider should take no support from the bit, but should hold his hand so that it will be independent of the motion he allows his body to make. To rise in the trot, the rider will make use of the knees to secure the seat and allow his body, slightly sustained by the stirrups, to be thrown up by the motion of the horse, letting his weight sink back into the saddle in time to take the next impetus of the gait. The shoulders should be held easy, but in rest; and the legs should hang straight down from the knee, and must not be permitted to work along the sides of the horse.

In the gallop, which is a succession of leaps, the rider will lean slightly back, so that the buttocks will be carried well under him, and hold the body without stiffness. The positions of the body must, however, always conform to the action of the horse, and to the direction in which he goes; and practice must show what, and how great, these changes should be. In the gallop, the horse must be true, to insure his balance and safe-footing. To be true in the gallop, the fore and corresponding hind-leg will be in the lead of that side to which the horse is

turning or moving. For instance, if it is the intention to turn or to move the horse at a gallop to the right, he must have the head and croup bent to the right, and must take the long strides of the gait with the fore and hind-leg of that side. This will preserve his center of gravity, and in case of a mistake he has his legs in under him to help him to a recovery. If the horse is galloping in a straight line, it makes no difference with which of his fore-legs he takes the long stride or lead, provided the hind-leg of that side corresponds. If a horse takes the long strides with the right fore-leg and the left hind-leg he is disunited, and has not got his powers well in control. If, in turning to the left, he is leading with the right legs, he can with difficulty retain the center of gravity, and is apt to fall at the slightest blunder. We say that a horse leads on that side when he makes the long strides with the legs of one or other side. But the fact is, the fore-leg of the other side leaves the ground before the fore-leg which makes the long stride does, and the same thing is true of the hind-legs. But the legs on the side to which he has been bent pass the others in their longer stride, and the horse is said to lead with them.

To put the horse into the gallop, leading with the off-leg, let the rider bring him into equilibrium, then lightening the forehand, and particularly the right shoulder, with a play of the direct rein, let him press in the left heel. In consequence of these movements on his part, the horse will take the gallop with the legs on the right side making the larger strides; for the right shoulder is free to extend itself in answer to the propulsion of the

forces from the croup, and the hind-quarters being bent around to the right, the hind-leg on that side must follow with a similar step. The croup of the horse, bending to the right at the application of the opposite spur, will make the longer stride with the hind-leg that is so advanced, and such a movement is required to preserve the center of gravity under the condition.

The horse having been put into the gallop, he will be aligned upon the path he follows by means of the hand and legs. The trained horse, under the skilled rider, will take the gallop upon the right or upon the left leg without bending perceptibly; for so perfect will be the equilibrium and the control, that the measured use of the aids will inaugurate a movement that will not require correction.

For Leaping.—The pupil should first practice the standing leap, and upon a well-trained horse. The horse standing at the bar will be induced to rise by transferring the forces of the forehand back, and by the pressure of the legs will be made to spring forwards.

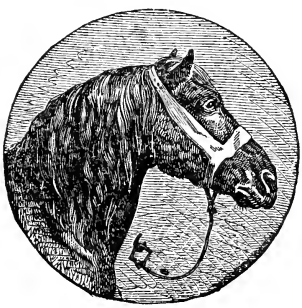
As the horse rises, the rider will bend slightly forward, giving the horse the reins. When the horse leaves the ground, the rider should lean back, so that he may preserve his center of gravity, and by bringing his buttocks well in under him, receive the shock in the strongest possible seat. As the hind-legs of the horse reach the ground, the rider will resume his erect position. Any bearing upon the stirrups will disturb the seat, and may cause the rider to fall. There must be no attempt on the part of the rider to lift the horse, and when the hand has played its part of conveying back the forces of

the fore-quarters, it must ease the tension of the reins until the fore-feet of the horse touch the ground, when he will feel the mouth to give the horse such support as he may need to recover the equilibrium.

In taking the flying leap, the seat will be nearly the same as that for the gallop ; the rider will not lean forward as in the standing leap, for the action of the horse will not require it, and if he swerves or refuses, the rider should be sitting well back to avoid a fall. As the horse makes the exertion for the jump, the rider will bring his breech well under, lean back as far as the effort the horse is about to make shall demand, and resume the position for the gallop when the horse alights, at the same moment collecting him for the same speed with which he approached the leap, but taking care not to check him or harass his movements.

When the horse takes the flying leap, he must have the fullest liberty of his head ; the bit being used only to direct him to the obstacle, and its tension released before the horse rises in the leap. The legs will be carried in close to the sides of the horse to support him, but be neither spurred nor whipped at the jump, as it distracts his attention at a critical moment. If he requires it, the horse should be roused before he comes upon the ground where he is to decide upon his place for taking off, and from that time he should be left to himself until he receives the support of the bridle as his fore-feet touch the ground. The trick of throwing up one arm, or of giving a cry of encouragement to the horse as he rises, may work mischief by causing him to swerve, but it is then too late to offer him aid in gathering for the leap.

The horse should not be ridden to a high leap at a speed that extends him too much. He should not be so flurried as he approaches a wide leap that he can not use his instincts for safety. If a horse jumps in a slovenly manner, he should be remanded to the school.



CHAPTER VIII.

VICES, TRICKS, AND FAULTS.

The severity with which a horse has been punished for a fault is, usually, the measure of the violence with which he will repeat it. It is this violence that makes the horse so dangerous in his rebellion, for until he loses his reason he will take care not to injure himself, and so in a measure protects his rider. Few young horses are dangerous in their resistances until they have met with cruel treatment. It is seldom that a colt in breaking will bolt with his rider; it is usually the old offender who is guilty of this most dangerous of vices. Although nearly every young horse will rear at the pressure of the bit, he will seldom rise to a dangerous hight, and he soon ceases to offend in that way. A horse must be corrected and put right, but it is never necessary to resort to severe punishments. Fortunately the horse is an animal of one idea, and when he has determined upon his line of opposition he is easily circumvented and humbled. If he refuses to turn to the right he will be so intent upon opposing the right rein that he may be turned around to the left until he is confused, when he will very gladly go in any direction. If he declines to go forward he is not prepared to resist a demand for a backward movement, and he will soon tire of that unusual mode and start forward at the first hint from his rider. But a horse properly broken

and trained will not be guilty of such contumacy, and will not be apt to show the vices of which we are about to speak, but for which the rider must be prepared.

If a horse bolts, the rider should not fatigue himself by taking a steady drag upon the mouth. Leaning back, with the breech well under him, and bearing no weight in the stirrups, the rider should take a succession of pulls upon the bit, one following the other sufficiently near to obtain cumulative effect. When the horse appears to yield to the bit, advantage should be taken of the moment, to prevent his again extending himself, by increased exertions upon the part of the rider, whose power should be reserved as far as possible to seize this opportunity. We know of no way to prevent a horse bolting; by keeping his head up with the snaffle-rein the rider will have greater command of the horse, but the use of severe bits will not deter a confirmed bolter from indulging his vicious propensity.

If a horse rears the reins should be loosened, and if the rider require support he should seize the mane, without, however, letting the reins drop from his hands. The spurs should not be applied while the horse is rising, but as he comes down the legs of the rider should be closed to induce the horse to go forward. If the horse refuses to go forward, the rider will find the side of the mouth with which the horse is not prepared to resist, by drawing the reins from right to left, and holding the rein of that side low he will pull the horse around, aiding the hand by the application of the spur on that side. If, when the horse rears, he sinks upon his hind-quarters, the rider should endeavour to leave the horse by seizing

the mane and throwing himself aside, and although he may not be able to clear himself of the horse, he will at least avoid coming down under the saddle.

If a horse is shy at passing an object, he can generally be made to proceed by turning his head away, and passing him along with the leg opposite to the object, as in traversing. If he is a young horse, and does not seem to have known fear, he will usually face that which has caused his alarm if he is allowed to take as much room as the way offers. The rider should avoid, as much as possible, taking notice of the horse's fright, as any nervousness on the part of the rider will confirm the horse in the opinion that there is danger. If a horse takes alarm on the road at things with which he is familiar, it is either through defective eye-sight, or because he has found out that he can take liberties with his rider. A man of discretion will know when a horse should be whipped up to an object of which there is a pretence of fear, but the horse must never be struck after he has passed on.

We do not like a horse that has low action, for he must trip, and he is likely, sooner or later, to come down. A horse stumbles when, through weakness, weariness, or stiffness from age and work, he is not able to recover himself from a trip. He usually bears the evidence of his accident on his knees.

A horse that stumbles from weakness is not fit for saddle use. If the rider is unfortunate enough to find himself mounted upon a horse that gives indications of being insecure upon his feet, he should demand free and lively action, with rein and legs. The horse should not

be allowed to become indolent, nor be permitted to hang upon the bit. On descending a hill the horse must have liberty of action, for if he steps too short he is liable to come down; and a horse that is checked has not enough freedom for his safety. It is after a long day's work that a weary horse may for the first time stumble, and it is a mistaken idea of kindness that induces the rider to let a horse take his head upon such an occasion. The horse misses the encouragement of the rein and the support of the leg, and is invited to fall. Besides it is much more fatiguing for him to bear his burden, deprived of the usual aids, and in drooping spirits. Finally, in case of a fall, either of a stumbling horse, or under any other circumstances, the rider should hold on to the rein until he is assured that his feet are free of the stirrups.

CHAPTER IX.

EARLY EDUCATION OF THE HORSE.

In order that he may never chafe against restraint, the horse should never know perfect freedom. From the hour he is foaled he should be accustomed to the sight of man, and belief in man's power should increase with his knowledge. He must be treated with kindness; but indulgence will spoil his temper, and he acquires a contempt for the authority that is tardily enforced.

At six months of age the colt should be broken to follow with the halter, and be made to submit at any time when his resistance cannot have such success as to encourage him in rebellion. At two years of age he should be made to bear the saddle without repugnance, and to know the effects of the bit. If he is intended for riding purposes he should never be put in a bitting-machine, as all contrivances of that kind teach him to bear upon the hand, a habit that is incompatible with perfect manners. But, from the time he is two years old, he should be lunged, at intervals that will insure his retaining that which is taught him, with the cavesson, or nose-band, used for breaking-in horses.

By the time he is ready to bear the weight of the rider he should be perfectly familiar with the stable, and should submit to all the manipulations of the groom. At three years of age, if he be a well-developed colt, he

may be mounted by some one whom he well knows, and induced to go forward a few steps. In all of his previous education, and particularly at this juncture, he should be treated with firmness but great gentleness, and he should be encouraged by hand and voice whenever his conduct deserves approval.

If he has been treated as thus far advised, he will not be likely to show any restiveness on the occasion of his being mounted for the first time, and the trainer will, perhaps, never experience any trouble with him. It is not improbable that upon the third or fourth day that he is mounted he will, on being taken beyond his usual limits, show some disinclination to yield to the will of the rider, and refuse to go in a direction for which he has some dislike. No violence should be resorted to in such a case, but if he will not answer the bit and the pressure of the legs, he may be led by some one who should be at hand in these early lessons to assist the trainer.

The snaffle, alone, should be used at first, and the rider should hold his hand high or low, as the horse bears down or raises his head. He should be ridden in this bit until he readily answers to it, and the rider should teach him, as early as possible, to go foward at the pressure of the legs. No whip should be carried in the early mounted lessons, and in the lunging on the cavesson the whip should never be used to cause pain.

If the colt is naturally heavy in the shoulders he should be made to carry himself light by short pulls upon the snaffle, from below upwards. The active resistance of the mouth should be overcome by gentle vibrations of the bit.

When he will go quietly in the snaffle, and has been made familiar with the usual sights and sounds of the road, he may be put into the double-reined bridle. The snaffle will be used to regulate the hight of the head, and to begin the changes of direction : the bit will be used to teach the horse to give the jaw and to bring in the head, as before described.

These bittings are never to be abandoned, and they must be daily practised, so that the horse will yield to the first demand of the bit.

When the horse is obedient to the bit he should be made to collect his forces in equilibrium, and he is then prepared for schooling in those higher branches of his education that are to make him, what is so highly to be desired, a trained horse.

By firmness and gentleness the horse can, by means of the system already explained, be readily made quiet to ride. If he becomes shy it will be because his vision is defective. A young horse, properly treated, will acquire so much confidence in his master that he will face objects about which he has grave suspicions. Each time that he finds his terror groundless, his fear of strange objects will be lessened, and some horses, trained in this way, will shy at nothing when under the saddle.

Pirouettes.—The precision with which the pirouettes are made, will determine the grace and facility with which the horse will execute all movements.

Pirouettes on the Forehand.—The horse, saddled and bridled, will be taken to some retired spot. The riding-school is, of course, the best place for these lessons,

but any smooth ground will answer, where there is nothing to distract his attention.

It is intended that the horse shall carry his croup around his forehand, the outside fore-leg acting as the pivot in the movement. The trainer will stand at the shoulder of the horse, and, if the first movement is to be made to the right, on the near side of the horse.

With his left hand he will take both reins of the curb at about four inches from the branch of the bit. He will then induce the horse to give his jaw, and to bring his head into a perpendicular position, by drawing the reins in gentle vibrations towards the chest of the horse, yielding the hand whenever the horse answers to the pressure, and repeating the operation whenever the horse shows a disposition to go out of hand. With the whip he will then tap the horse on the rump until the hind legs are brought well under the body. The horse will then be in a position to make a move in any direction without any further preparation.

The horse being thus collected, the trainer will give gentle taps of the whip upon his near flank, until the animal moves one step to the right, the forehand being held stationary by the bit in the left hand, and resistance of that part overcome by feeling the right side of the mouth. As soon as this one step to the right, by the hind-quarters, is taken, the taps of the whip must cease, and the horse should be encouraged, so that he may know that his effort has met with approval.

This change of position will throw him out of line, his off fore-leg being far in the rear. By a tap of the whip upon the off fore-arm he will be brought straight, and

the trainer should again show his satisfaction by a kind word or a touch of the hand. Let these proceedings be continued until the horse steps off promptly: but he should not, at first, take more than one step at a time, and must never be permitted to volunteer a movement. After each change of position he is to be put straight, and he will be kept collected by the hand and whip.

The same means, right and left being interchanged, will teach him to pass in the opposite direction.

These lessons should be repeated at intervals, so that they are not rendered irksome or fatiguing to the horse, until he will complete his circles, either way, without taking up the pivot, or outside foot.

These pirouettes will now be made with the rider in the saddle; and if the work on foot has been faithfully performed the horse will be well advanced in his education.

Bringing the horse into equilibrium, the rider will play with the right rein of the curb to destroy the resistances of the shoulder, and with his left leg will make the horse carry the croup one step to the right. The right leg of the rider will be held close to the side of the horse, to limit the movement to one step, to prevent him moving backward, and to assist the off fore-leg in taking its place in the new position. Taking one step at a time, the horse will complete the movement about the near or outside fore-leg, which has been the pivot.

By inverse means, and observing the same care, the reversed pirouette will be made to the left.

When the horse will make the circle by the one step and the stop, with ease and without assistance, he will be made to complete the pirouettes without the stop, step by

step; his head carried in on the side of the approaching croup. That is, if the croup is passing to the right the head will be carried to the right, to give an easy and graceful carriage to the horse in the movement.

PIROUETTES ON THE CROUP.—In these movements the forehand will go about the croup, the inner hind-leg being the pivot. To show the horse what is expected of him, a few lessons should be given on foot, in the following manner:—The trainer will stand in front of the horse, and, taking a snaffle-rein in each hand, in order to direct the forehand and to fix the croup, he will lead the horse about, a step at a time, taking pains to keep the pivot-leg as stationary as is possible under such circumstances.

He will then mount the horse and put him in equilibrium. With a snaffle-rein in each hand he will, if pirouetting to the left, draw the horse to the left with the rein of that side, fixing the croup with the snaffle in the right hand. The right leg will be kept close to the side of the horse to prevent the croup coming against it, and to keep that side of the horse up in its place in the movement if required. The forehand will be brought about in this way until the horse's position is reversed, and he stands facing the direction opposite to that from which he started. Then he will be put in line, the right leg of the rider being used to bring up the right side of the horse. By the assistance of the aids, right and left being exchanged, the horse will be practised in the movement to the right. In the same way the horse will then be made to complete the circle, pivoting on the croup, to the right and to the left, the outside leg being brought up as the balance re-

quires its support. After the horse will perform these pirouettes on the snaffle-bit, the curb will be used at the finish of the movement, and then the curb-bit, the reins carried in the hand to which the horse turns, will be used. Finally the horse will be made to do the pirouettes to either side, with the curb-reins carried in the left hand. To make the pirouettes on the haunches neatly and quickly, the forces of the forehand will be well carried back, so that the horse will rise off the ground in making the face about. The hind-leg on the inside is to be the pivot, and the other hind-leg will be brought up during the movement to give it the finish.

After the horse has been taught to traverse, and to make the changes in the gallop for which these lessons have prepared him, he will be ready to make the pirouettes upon the croup in action. To this end he will be ridden in circles, then in *voltes* or circles in which the croup follows an inner path and the forehand an outer path : the pirouette results when the horse will make the *volte* without moving his hind-legs away from the pivoting ground.

Traversing.—If the reader has mastered all that has appeared in these pages to this point, he should be able to make his horse perform everything that is possible to the animal. It only remains for us to point out the best manner for obtaining the best effects in the more important movements.

In traversing or passing sideways to the right and to the left, the horse should be placed at such an angle, with the line upon which the movement is directed, the shoulders in advance of the croup, that his legs may move freely and his carriage be light and unconfined. Suppose

the horse is standing perpendicularly to the line of the movement, and it is intended to traverse to the right, the rider will make the croup pass one step to the left, which will bring him into proper position for traversing in the opposite direction. The resistance of the shoulders will be overcome by the right rein, and the left leg will cause the horse to step off to the right, the two aids demanding the position and the movement, the right leg being ready to assist in keeping the horse up in his place, and to prevent the croup coming too far to that side. He must be kept in equilibrium and at the proper angle to the line of march, or the movement will be awkward and uneven. He will be made to traverse, at a speed not faster than a walk, in direct lines and in circles, to the right and to the left, taking care that in the circles the body of the horse keeps the proper angle at every point in the circumferences.

He may then be brought to perform the traverse at the passage, which is the high step that is produced by restraining the advance of the horse, and at the same time demanding from him increased action and exertion. The horse being at the trot in a direct line, the rider will induce the action of the passage by the pressure of the legs, alternately as the horse raises the opposite fore-leg, and by restraining with the hand any increase of speed; then with the direct rein and opposite leg the horse will be made to traverse, the high step of the passage being retained in the movement by accentuating the pressure of the opposite spur as the horse raises the fore-leg on the side to which he is passing. The heel of the rider on the side to which the movement tends will be

used to keep the horse up to the line, and to prevent the croup going over too far. The result should be a regularly cadenced action, in which the horse dwells at each step, the effect of the increased pressure of the rider's leg being to keep the legs of the horse suspended for the moment. But the croup must not be driven over too far, and the equilibrium must be observed. In traversing at the passage the weight of the horse is, at each cadence, sustained upon two legs diagonally opposed, while the other two are carried beyond them in the direction of the movement—the shoulders slightly in advance upon one path, the croup in simultaneous actions following another parallel path. At each step the horse leaves the ground, and is for the moment in the air.

The traverse in the gallop may be obtained by similar means. The horse being put into the gallop on the direct line, and leading with the legs of the side on which the movement will be made. As the horse comes upon the ground where the traversing is to begin, he will be permitted to make one false step with the croup as he takes the position for the traverse, to be corrected at the second step in the movement. In the same way, when he is put into the direct line, he will be permitted to make one false step with the croup to preserve his balance, to be brought into the true gallop at the second step upon the new line.

Changes in the Gallop.—It is agreed on all sides that the changes in the gallop are not only the most striking and important of all the movements, but that in them is also found the highest test of the skill of the rider. But hardly any two authorities have agreed upon

the method by which this is to be taught, and few can be found who hold the same opinion as to the best manner of making the trained horse change in the gallop. We have never had any faith in the method as usually accepted, even by the highest authority, of teaching the horse to gallop by a false method, to afterwards substitute a better one in demanding his performance of that pace.

If the forehand of the horse is lightened by bringing back its forces, that side will be the lighter from which we demand the most; and to make the horse lead with the one side or the other is simply to make the hand act more upon the side from which we desire the highest action. If, then, we wish to gallop with the right side of the horse giving the extended strides, we should make play with the bit upon that side of his forehand, and bring his croup around with the pressure of the left leg. The horse will then lead off as desired, with his head in the proper position, and there will be nothing to correct.

Although the direct rein has been, before this time, used to teach the gallop, it is for the purpose of pulling the shoulders in so that the horse, his croup being brought around by the opposite spur, will not be able to take the extended step with the outside leg. Although this accomplishes the object, it gives cramped and ungraceful action. We believe that the theory advanced gives the best results, for it is the method that Baucher and other great authorities use after the horse has been taught by some ruder means.

To make a horse lead with a certain side, therefore, the

direct rein will make play, supported by the opposing leg.

At first the horse will be made to gallop in the line, then in circles, gradually diminishing in diameter, always leading with the leg of the side to which he is going. When the horse will answer to the aids, and will lead with either leg, as may be required, without hesitation or blundering, the rider will turn him from a circle to the right or the left, to one on the other hand, applying, quickly but without violence, the hand as the fore-feet finish the first part, the leg as the hind-feet finish the last part of the gallop in the old direction.

When this has been accomplished, without destroying or interfering with the cadences of the gait, it will be a mere matter of practice to make the changes at any finished step in the direct line.

To Stop in the Gallop.—While it is only in the gallop in equilibrium that the horse can be brought to a finished halt, yet the same means, in a form modified by the rider's appreciation of the circumstances, may be effectually used to make the horse draw up in the extended gallop.

The horse being in the best approximate equilibrium, the rider will bring him to a stop by leaning back and pressing in his legs as the hind-legs of the horse begin one cadence of the gait, and raise the hand, and bear upon the bit as the fore-legs begin the next cadence. The result will be that the horse will stop without another cadence, for the heels bring in and the weight of the body fixes the hind-legs, and the hand restrains and brings back the forces of the forehand, and prevents the

mass advancing. These applications of the aids must be made with celerity and precision, but without violence.

To Back.—In backing the horse, the offices of the forehand and croup are interchanged; for now the impulsion comes from the forehand, and the heels restrain and direct the forces of the croup upon the course.

Standing at the head of the horse, the trainer will bring him into equilibrium, taking care that the shoulders and croup are in a line. Then, with a tap of the whip upon the croup, he will induce the beginning of a forward movement from that part by the raising of one of the hind-legs, but before the mass acquires the forward motion the horse will be made to carry the raised hind-leg one step in rear, by a pressure upon the bit. He will then be collected, and made to take one other step backwards in the same manner. The next day he may be made to take two consecutive steps; and he will be taught carefully and without haste, until he will move back several steps and still retain his lightness.

The rider will then mount the horse, and, having brought him into equilibrium, will, by a pressure of the legs, induce the raising of one of the hind-legs, which will be carried back one step by a pressure of the bit. The whole art of teaching the horse to back lies in these instructions; but the rider must proceed cautiously, so that the horse will acquire the movement in an easy and light manner. Let him be satisfied with a few steps well done each day, until the horse acquires perfection in the movement. The legs will always be carried close to the sides of the horse to keep him straight, and to prevent the forces from yielding too much; the hand must influ-

ence the forces of the forehand only enough to produce the backward motion, without bringing them back so far as to destroy the equilibrium. When the rider wishes to stop the horse backing, he will increase the pressure of the legs and yield the hand in some cadence of the movement, and will start the horse forward in the walk without coming to a marked halt.

The horse may be made to go backwards with the actions of the trot or the gallop, by the same means that are used to make him back in the motions of the walk.

CHAPTER X.

FRENCH METHOD OF TRAINING.

There is a method of training, invented by a French rider, Baucher, and named after him, which is an effective means for making both horse and rider perfect in their work. Its details are too minute for repetition here, but they are well set forth in "Herbert's Hints to Horse-keepers," and will well reward the attention of those who have the time and the enthusiasm to follow them out. By their aid, an unbroken horse, if a good subject, can be made a very nearly perfect saddle beast in two months' time, having a lesson of thirty minutes or less, morning and night.

Its general principles are: To teach the horse but one thing at a time; to teach that thoroughly before proceeding with the next step; to make the lessons so short as not to disgust the pupil; to reward obedience more especially than to punish disobedience, or rather non-obedience; to make the horse thoroughly supple in every muscle of his body, and to teach him to move all his members as easily, under the rider's weight, and under the restraint of his hands and legs, as he would do if playing in a pasture; and to practice him in handling the rider's weight, and in obeying the rider's impulses and restrictions, so that all his movements shall be made in accordance with the rider's will rather than his own,

so that he shall, in fact, make no account at all of his own will, but execute that of the man instead.

We are aware that this sounds like an impossibility, but any one who will faithfully study and practice Baucher's system, will soon see that any horse of tolerable form and strength, and of average courage and temper, may be brought to this state of discipline without difficulty.

The peculiarities of the method are thus set forth by Mr. Phillipps: "It begins by enabling the horseman to take complete possession of the horse's faculties while at rest and in slow motion. This ascendency, once gained, need never be lost; because a good horseman is always able to reduce his horse to that state in which it can be successfully re-asserted. The horse is, in this manner, soon made to perceive that if he escapes from the equilibrium required by his rider, when at a pace which gives him the opportunity of doing so, he will immediately find himself brought back to a pace at which he may be forcibly prevented from doing so. When he once understands this truth, his self-will is subdued forever."

Baucher teaches that the horse does his work easily to himself and pleasantly to his rider only when he moves under the rider's weight, and in obedience to his directions, with the same ease and grace, the same perfect equilibrium, as when playing with horses in an open pasture. A horse moving in a state of freedom carries his hind-legs so far under him that they carry the weight of the hinder part of his body in the easiest way, and so give the front-legs only their proper share of work to do. The neck is left perfectly free to carry the head in what-

ever position will best assist in maintaining the balance of the body. If we take an unbroken horse, whose movements in the pasture are all perfect, and put a rider on his back and a bit in his mouth, he will either perform such antics as will make him anything but a pleasant saddle-horse, or, which is most likely, he will become perfectly rigid and awkward, poking out his nose, bearing on the bit with the full force of his neck, carrying too much of the weight on the fore-quarters, and straddling along with his hind-legs in a very ungainly and uncomfortable way. Especially in the canter will he seem to plunge with his whole weight on to his fore-feet, making his gait both uncomfortable and unsafe. Baucher's method overcomes these difficulties, empowers the rider to carry the weight of both horse and rider on the fore-feet, or on the hind-feet, or on all, at pleasure, and to soften the rigidity of the neck, and cause the head to be carried in an easy position.

The first step, after having broken the horse to saddle and bridle, is with the neck and mouth. Stand at his left side, facing his neck, holding the left rein of the snaffle in your left hand. Take both curb-reins in your right hand, a few inches back of the bit, and draw them gently toward the horse's chest, holding him in place, and keeping his head quiet with the left hand. The horse will at first resist the pressure of the curb, and try to throw up his head, but if you are patient and firm, he will presently bend his neck, draw in his chin, and champ the bit; then drop the curb-reins, pat his neck, and make much of him. Repeat the lesson at short intervals, until at the slightest touch of the curb he will

arch his neck. This lesson having been repeated until it is perfectly understood, renew it in the saddle, drawing on the curb with a steady pressure, until he drops his head and champs the bit as before. Reward the first sign of obedience by caresses and praise. Repeat the movement, until at the first touch of the rein he lets go of the bit, arches his neck, and stands quietly and at ease. Even if you have to call assistance to keep him in place, do not let him either back or turn around in order to get away from the pressure of the bit.

The next step is to obtain the same control over the hind-quarters that you now have over the forehand, and you must first teach him to bear the spur without moving. Accustom him first to the pressure of the leg and of the unarmed boot-heels, and later, of spurs, with cloth or leather over the rowels; when he is perfectly indifferent to them, then uncover the rowels.

Mr. Phillipps says: "When he has learned not to resist the spurs, by kicking, he must next be taught to spring from them. Get him well in hand, and touch him lightly, but firmly, on both sides. If he kicks or winces, you are getting on too fast, and must return to the covered rowels, if not to the bare heels. . . . If he tries to move forward, carefully restrain him by the bridle, and then, dropping both your legs and hands, caress him, and let him stand at ease. Repeat the lesson until the slightest pressure of your legs is sufficient to make him promptly collect himself, and bring his hind-legs under his body." The great point is now secured; the horse has been taught the position you desire him to maintain, to carry his weight well on his haunches, to arch his

neck, and to relax his jaw. Future instructions consist mainly in teaching him to preserve this position, and to avoid all rigidity at any speed.

Although you may have taught the horse to stand perfectly at his ease while standing still, and to be "light in hand and light on his legs," you will find that the moment you attempt to move him forward at a walk, he will throw out his nose at the first step, and be as ungainly as ever. Take hold of his mouth immediately and endeavor to supple his neck. If he continue the resistance, halt him at once, bring his head into position, and let him rest a moment before advancing again. He will soon learn to walk with his mouth light. If he seems to step too short, as though too much restrained by the curved position, press him lightly with the heels to send him forward. You will soon learn when the free movement of the horse indicates a just balance, or equilibrium, between the forehand and the hind-quarters. It is this that you must always study to preserve—drawing back the head when there is too much forward tendency, and applying the legs when the horse goes, as horsemen say, "behind the bit," that is, with an uncertain, short step.

The next step is not to trot, but to move backward at a walk. This you can attempt only when the use of the curb causes the horse to bring in his head before it shortens his step. Get him well collected at a halt; apply the legs until you feel a forward tendency of the weight, showing that the hind-legs are free to step; then draw backward on the curb to such a degree that the horse, to preserve his balance, will step backward, that is, the horse's weight being in perfect balance between your legs

and hand, so that you can send it in either direction—throw it backward by the use of the hand, causing the horse instinctively to step in that direction, to prevent falling, just as when you force his weight forward he advances his feet to receive it. This is the secret of Baucher's treatment, and its perfect mastery, accompanied with practical skill, is perfect horsemanship. As soon as the horse has taken a single step backward, loosen the rein and withdraw the legs from his sides, and pet him and praise him, to show that he has done what is desired, which knowledge is dearer than oats to a kindly-tempered horse. After a little he will take two or three steps backward, and in time will move backward as gracefully as forward.

Having taught all you can teach of movements in a direct line at a walk, repeat the lessons at a trot. You will have the same difficulty as in the former case, and you will probably be longer in overcoming it. The faster the motion, the greater the tendency of the horse to throw his weight forward and to bear on the bit. Don't try to draw him back by an extra pressure on the curb, but hold your hand firm and touch him gently with the spurs; this will drive his hind-legs under him and take the weight from the forehand. He will in time learn that he can go more easily and more safely with his weight on his haunches than on his shoulders, and his gait will then become easy instead of hard. When he trots perfectly, teach him, which will be easier, to gallop with the same collected motion. In doing this, pursue the same routine that has been laid down for the walk and the trot; that is, do not allow the horse for a moment to carry his head

too low or too far out, to bore on the bit, as though he would drive his fore-feet into the ground, neither let him commit the opposite fault of throwing his whole weight on his haunches as if to rear, and so make every step a miniature jump. The habit of "boring" is inveterate with some horses, and can not easily be contended against by ordinary means. Baucher had a device, which he

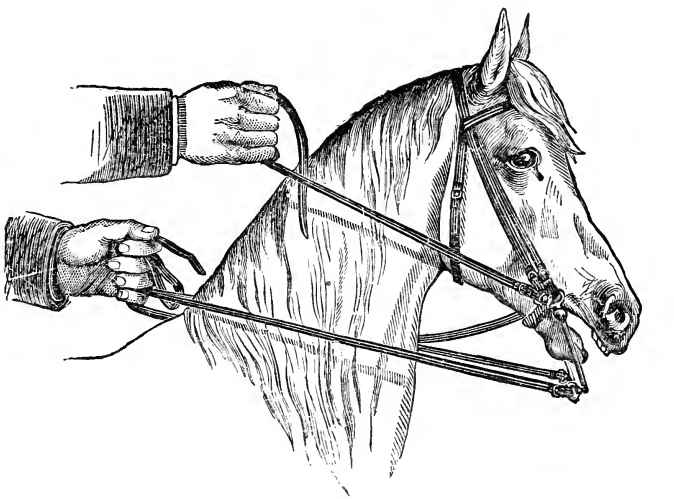


Fig. 17.—BAUCHER'S TREATMENT OF BORING.

withheld from publication, that is very effective. Both curb-reins and the left snaffle-rein being held in the left hand, in its proper position, the right snaffle-rein only is taken in the right hand and drawn upward, so as to press the snaffle against the corner of the mouth on one side, as shown in the engraving. This has an effect that an upward pressure on both snaffle-reins entirely fails to produce, and its knowledge has given to the personal

pupils of Baucher a great advantage over those who have learned his system from his books alone.

The gallop will never be perfectly easy and perfectly safe until it is what is called perfectly "cadenced"—the fore-feet and the hind ones striking the ground with equal force, and both neck and tail being perfectly supple. A horse travelling in this way may trip over a rolling stone at every tenth step without any danger of falling, and he will perform a journey of twenty miles with much more ease to himself and his rider than he would make even five miles with, as is usual, most of the force of every leap falling on the fore-feet.

In accomplishing all this, as much depends on the perfect balance of the rider's temper as on the balance of his weight. Above all must nothing provoke or startle him to a rough handling of the bit, which is his chief means of communication with the horse; a mistake will be interpreted precisely as an intention would be, and a very few mistakes will suffice to confuse all previous teachings. "Firm as a grasp of steel, yet soft as a touch of love," this describes the perfect hand, and while it should yield to the horse's proper movements and restrain his improper ones, as it can do only when guided by instinctive intelligence, it should be as independent of the movement of the rider's body and of its efforts to keep a proper seat as though it were an iron hand attached to the pommel of the saddle. The legs, too, should be ever ready to perform their office—the thighs, to preserve the rider's seat, and the lower limbs ever on the alert to restrain any interruption of the equilibrium by reason of a faulty position of the horse's hind-legs.

CHAPTER XI.

WHEN LADIES RIDE.

All the instructions contained in these pages, except so far as regards those for gymnastics and for the seat, will apply to ladies, when the whip will take the place of the right leg of the man.

The whip should be strong and straight, and the horse will be trained to answer to its application in exactly the same way as to the pressure of the man's leg.

It is only necessary to say a few words about the seat. We have no improvement to suggest in a saddle by a good maker, beyond remarking that it must fit the rider, and insisting that, in addition to the double safety-stirrup, the leathers should hang from spring-bars in the tree, the bar inclining upwards from the front, so that the stirrup may not be detached in case the rider carries her left leg back, as many are in the habit of doing.

The lady should so sit upon the horse that her weight will fall perpendicularly to the back of the horse; her face directly to the front, her shoulders drawn back, and her elbows held to her sides. She will permit her body, from the hips upwards, to bend with the motions of the horse, in order that she may preserve her balance. The reins are to be held in the manner prescribed for men, the hand in front of the body, and in a line with the

elbow. The whip is to be carried in the right hand, with the point towards the ground. The horse should never be struck with the whip upon the head, neck, or shoulder. To apply the aid upon those parts will teach him to swerve, and render him nervous at the motions of the rider. In a lady's hand, the whip simply takes the place of a spur for the right side.

The horns of the saddle, the superfluous one at the right being dispensed with, should be of such lengths and curvatures as will suit the rider.

The right leg will hold the upright horn close in the bend in the knee, by such a pressure as the action of the horse or other circumstances will dictate.

The left foot will be thrust into the stirrup to the ball of the foot, and the heel will, as a rule, be carried down; but when the heel is elevated, the upper part of the left knee should find support in the side-horn, and for that end the stirrup-leather will be given such a length as will permit this. By the grasp given by the elevation of the left knee from the stirrup, and the embrace upon the upright horn by the right leg, the rider will have as strong a seat as her strength can afford; and with a proper balance she will not be likely to find a horse that will unseat her.

As a fall of the horse is attended with great perils to a lady rider, she should never be mounted upon an animal whose legs betray any weakness, or whose knees give evidence of stumbling, or upon one that is not master of her weight. The lady must see that, in turning to the right or left, her horse leads on the side to which he bends, and she should carry her inside shoulder slightly

back at the same time, so that the center of gravity of the mass will be preserved. The leg will support the horse in turning to the right; the whip will give support in turning to the left.

The lady who desires to excel in horsemanship should, when an opportunity offers, witness the performance of some school-rider of her sex. A few public lessons from such mistresses of the art will be of very great advantage.